

# THE MIDWEST RACING CONNECTION

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THE MIDWEST'S SHORT TRACK AUTO RACING AUTHORITY

## Fall Special Preview



## Silver 1000 & Legendary 100



Vol. XXV Issue 6 October 2021

# Inside...



Going In Circles



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## Publisher's Note Racing According to Plan



### Dan Plan

This year, I attended two season ending special events that are near to my home base. The two events were the Silver 1000 and the Legendary 100 at Cedar Lake Speedway.

In the last few years, I learned from the Powers family (I can't remember if I saw it first from Jonathan or Troy) the second longest Dirt Late Model special event in the country takes place right here in Minnesota. The longest running event is the World 100 at Eldora Speedway in Rossburg, Ohio. Most race fans have heard of the World 100, but not nearly as many know about the Silver 1000 in Proctor, Minnesota.

Just two years after the World 100 started in 1971, Proctor Speedway (now known as Halvor Lines Speedway) held the first Silver 1000 in 1973. The inaugural event was won by Dave Bjorge of Austin, MN. The list of past winners is a venerable "who's - who" of regional racers. I've been lucky enough to attend this event two times in the past, but the 2021 version was my first trip to Proctor in almost 20 years.

## The Silver 1000 and The Legendary 100

While the Silver 1000 may not be as big as the World 100 or attract drivers from across the nation, it is a pretty big deal in the town of Proctor. The event is what I dream of when it comes to a weeknight special as a race fan. There are just 2 divisions, Modifieds and Late Models. Even though the event takes place on a weeknight (the Thursday before Labor Day) a large field of travelers from the region are on hand.

In this part of the country there are "pockets" of racers. Some from the Twin Cities area, some from the Twin Port area of Duluth/Superior, Western Wisconsin, the Dakota's and more. All of the Twin Ports racers show up and a sprinkling of all of the others show up making for a great field.

This year's event was up against adverse weather conditions. It was refreshing to hear the officials in the drivers meeting acknowledge the potential weather coming and letting everybody know they were going to be in hustle mode. I'm a firm believer that all shows should be run as if rain is on the way, but that seems to happen less and less often these days.

With the hustle put forth by the officials and minimal cautions by the drivers, all heat races and B-Mains were completed before 9pm. Although the weather did finally arrive to cause a slight delay, they got the whole show in without people having to come back from many miles away for a rain date. Travis Budisalovich picked up the big in the Late Models over Jesse Glenz and James Giossi. Weekly competitor Derek Vesel was the highest finishing local driver, just off the podium in 4<sup>th</sup>. The Modified portion was captured by Darrel Nelson over Ashley Anderson and Brandon Copp.

The next one on my agenda was The Legendary 100. I like to refer to this event as the "Working Man 100." The format is setup to where you do not need to show up Thursday to qualify for the Saturday. Just last

*Publisher's Note continued on page 4*

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### *Publishers note from page 3*

year, Brandon Jensen skipped the Thursday show, won his qualifying feature on Friday and locked himself into the big show on Saturday night.

While the Silver 1000 is a one day show that wrapped up early, the Legendary 100 is not for the casual race fan. You have to be a die-hard fan for this one. This year's event set a new car count record with 324 cars on hand for the Friday show. The crew at Cedar Lake hustled all night long, but the simple math tells you it will take a long time to time trial and race 324 cars in one day. It's no easy feat to keep a track raceable with that many cars on it, but the track held up all weekend and had multiple grooves throughout the weekend.

I use the time allotted for time trials to visit my dirt track friends before the show starts one more time. With the addition of several divisions that normally do not get a chance to race at Cedar Lake, there are plenty of unfamiliar names and cars to see, and some surprise entrants. One of the neat things I noticed was several names of drivers that used to compete at Raceway Park in Shakopee. They've found a new home in Hornet and Pure Stock divisions and that is good for the sport.

Of the 10 divisions on hand, the Saturday night main event winners were:

- AJ Diemel - Late Models
- Daniel Bargender - Modifieds
- Kyle Copp - Pro Stocks
- Brandon Jensen - Midwest Modifieds
- Gavin Tarras - USRA Late Models
- Chase Viebrock - Winged Sprint Cars
- Mike Mueller - Traditional Sprint Cars
- Nick Traynor - Street Stocks
- Andrew Eischens - Pure Stocks
- Brody Rivest - Hornets

The most dominating performance of the weekend went to Chase Viebrock in the UMSS Winged Sprint Class. This class was started just three years ago in 2019 with a seven-car field. At this year's Legendary 100, they had over 30 different cars compete over the course of the weekend. I would say Sprint Car racing is healthy once again in this area thanks to the UMSS group.

Now it is time to wrap up the season in this part of the country. This will be the final print issue of the 2021 season. Make sure to check out the digital, online issues at [www.theracingconnection.com](http://www.theracingconnection.com)



*Tim Hunt photo*

*Travis Budisalovich picked up the big win in the Silver 1000 over Jesse Glenz and James Giossi.*



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*30 Winged Sprints were on hand at Cedar Lake's Legendary 100*





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## Going in Circles



### Charlie Spry

Although I don't get a chance to go there as much as I would like, I always enjoy the races at State Park Speedway near Wausau. Season championship night has been one for me that I do not want to miss.

This year there wasn't much drama as to who would be the track champions, as most were already decided or close to it. But, like always, the racing was close and exciting.

Justin Mondeik is one of the young drivers to watch in the future in the Midwest, and he was a dominant factor here this year in the super late models, winning seven features along the way to gaining his second consecutive points title here. Top rookie award went to third generation driver Rayce Haase.

The pure stock title went to Mitch Stankowski, who won only one feature all season, but was amazingly consistent with his finishes. Brett Breitenfeldt was the top rookie.

George Seliger was the champion in the Mini-mod class, his fourth title here, winning eight features

in a dominating performance.

Eric Breitenfeldt was likewise, a dominating presence in the mini-stocks, winning five features early in the year before getting blanked the later part. Garrett Strachota was not far behind, followed by Chris Boykins, and Hunter Landwehr, who won three features later in the year.

Cohen Henze won the Badolero title, coming all the way from Juda, Wi., which is right near the Illinois border. Anna Malouf finished second to close out her Bando career.

I only managed to make it here for two times this season, but I really enjoy the track and the people here. The racing is always close and exciting. It has always been a special place for me.

Rockford Speedway named their division champions over the last three weeks of the regular season. The HSRA (High School Racing Association) was the first to crown a 2021 champion, with Mady Meyers getting the title. Mady was fast all year, but also raced very cleanly, edging out Jayden Dahlberg on the final point night. Her Dad is Mike Meyers, who raced for several seasons some years ago. Her car sports the same medium blue colors that Dad raced with.

Nice to see Ryan Finley get his first Bandit feature win here. Ryan said that he started racing back in 1988 in karts, and did this until 1996, and since that time he has raced in many different divisions, including Mid-Am cars and even super late models at Grundy. He now races with the Illini Midget group as well as in the Bandit class, and also races enduros. Never enough racing!

Roadrunner division racer Braden Noble got his first win in the class grabbing a heat race victory. He had many problems early in the year getting the car to run right, and traced most of the problems back to an ill-fitting air cleaner. Now that the car is running right,

he had transmission trouble. Once all the bugs get worked out he will be a threat for more wins. On season championship night he led the feature for most of the event before dropping down to fourth at the finish. Still, a great run.

Figure-eight championship came down to the final night, with Jeremy Watson getting his first ever title, edging out perennial front runner and champion Nick Schneider. Jeremy was consistent every night out and avoided problems to get the title.

Patrick Featherston II has been racing well in the sportsman division during the latter part of the season, saying, "I really have been working hard in learning what the car wants in regards to springs and suspension setups. During the Hugh Deery classic I raced wheel to wheel with Robert Hansberry, and he is one of the best anywhere, so things are looking better." Patrick proved just how much improvement he has made when he set fast time for his division on season championship night.

Jon Reynolds Jr. overcame a slow start to the season, coming on strong at the end to take the point title in the late models once again. Jerry Gille had the opposite kind of year, running very strong in the early part of the season until a bout with the wall severely damaged his car, with Jerry saying the car was not the same after that. Jerry faded to third in the standings behind Reynolds and his Brother, Tom. For Reynolds, it was his fourth late model track title here, winning in 2014, 2018, 2020 and now 2021.

Rookie-Of-The-Year was Randy Sargent, who scored one feature win this year and was in the hunt most nights.

John Robinson II won his second sportsman division track title, edging out his Brother Terrance on the last night to get the title, his second here in the sportsman division. He also won in 2014. As crew chief Travis Robinson told me, "It is tough being crew chief for both of them. You are happy for one brother but a bit heartbroken for the other one."

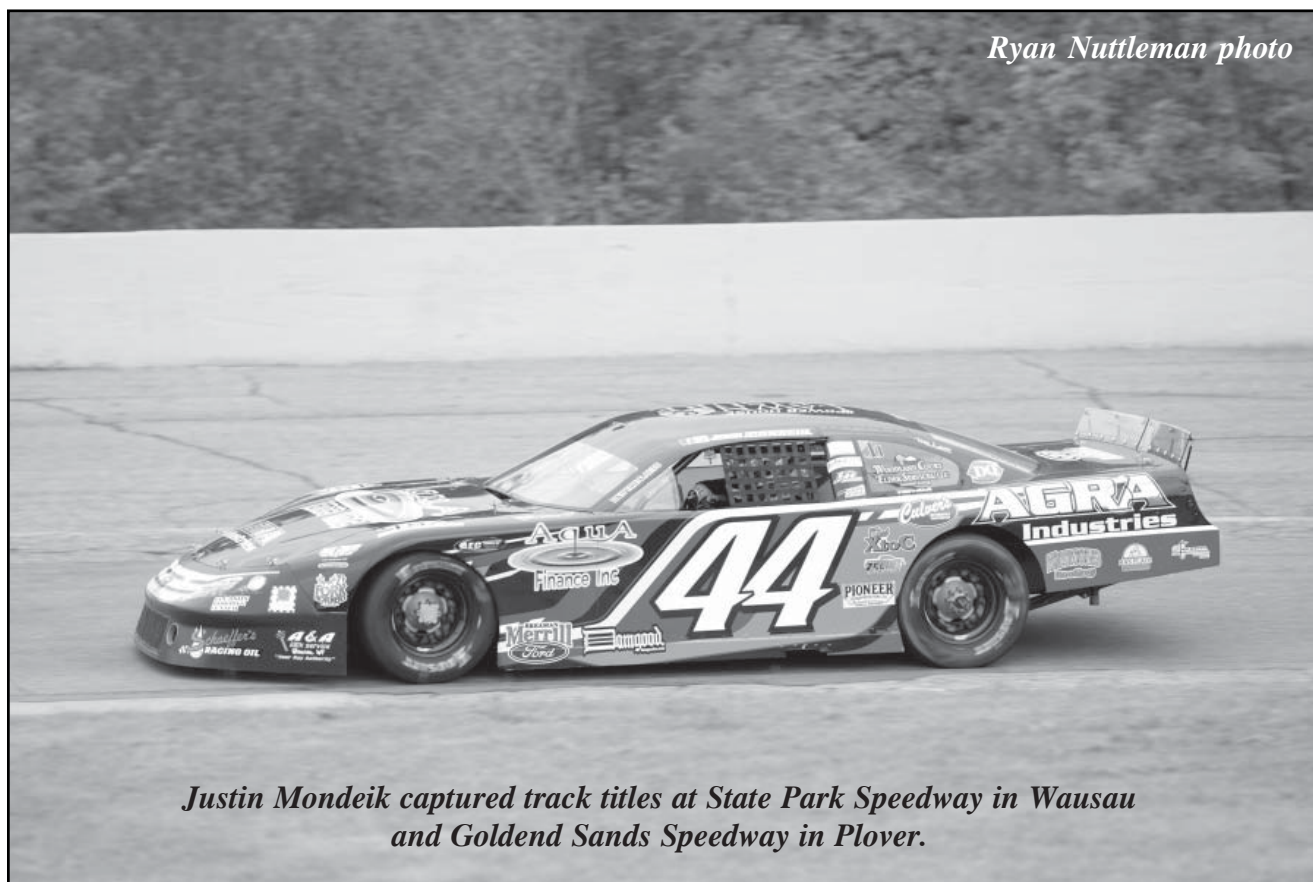
ROTY honors went to former Roadrunner champion Justin Wagner.

Kelly Evink was pretty dominant all season in the American Short tracker division, winning most of the features run all year. He also won the track title here in 2014.

Top rookie of the year was Garrett Braden, who moved to North Carolina late in the year to attend college and flew back here to race the final few nights. Garrett is attending college for motorsports engineering, so you will probably be hearing about him in the future.

The Roadrunner division put on an exciting night of racing every time they ran, and fittingly, the title came down to the final night. Phil Speciale won the title over Austin Fowler, who won the feature on the championship night, doing everything he could to win. I had to laugh at Phil's speech at the start of the night,

*Ryan Nuttleman photo*



*Justin Mondeik captured track titles at State Park Speedway in Wausau and Goldend Sands Speedway in Plover.*

*Going In Circles continued on page 7*



*Going In Circles continued from page 6*

as he said, “Maybe if I lock Austin and Kevin (Memoli) in the bathroom before the feature that would work.” Well, that didn’t happen, and it didn’t need to, as he got the job done on the track with all the rest present.

The Bandit division championship also came down to the final night, with Erik Pearson edging out Jeremy Watson to win that title.

I took in the opening night show for the Bob Larson memorial race at the Lafayette County Speedway. Nice to get back to this track for one last fling for the season.

The hobby stocks put on their usual outstanding show, with Jimmy Doescher getting the win over David Crimmins. These two did battle with each other throughout most of the season here, so it was not surprising.

David Webster drove to victory in the late models, with misfortune falling into the laps of many. He finished ahead of Jimmy Hendricks, the “Rockstar.” No, not Jimi Hendrix!

The AIRS vintage cars were on hand tonight. For awhile there was a Packard leading an Edsel, running 1-2 in the feature. Not so sure I have ever seen this before in a race. The Edsel won out with R.J. Lank behind the wheel.

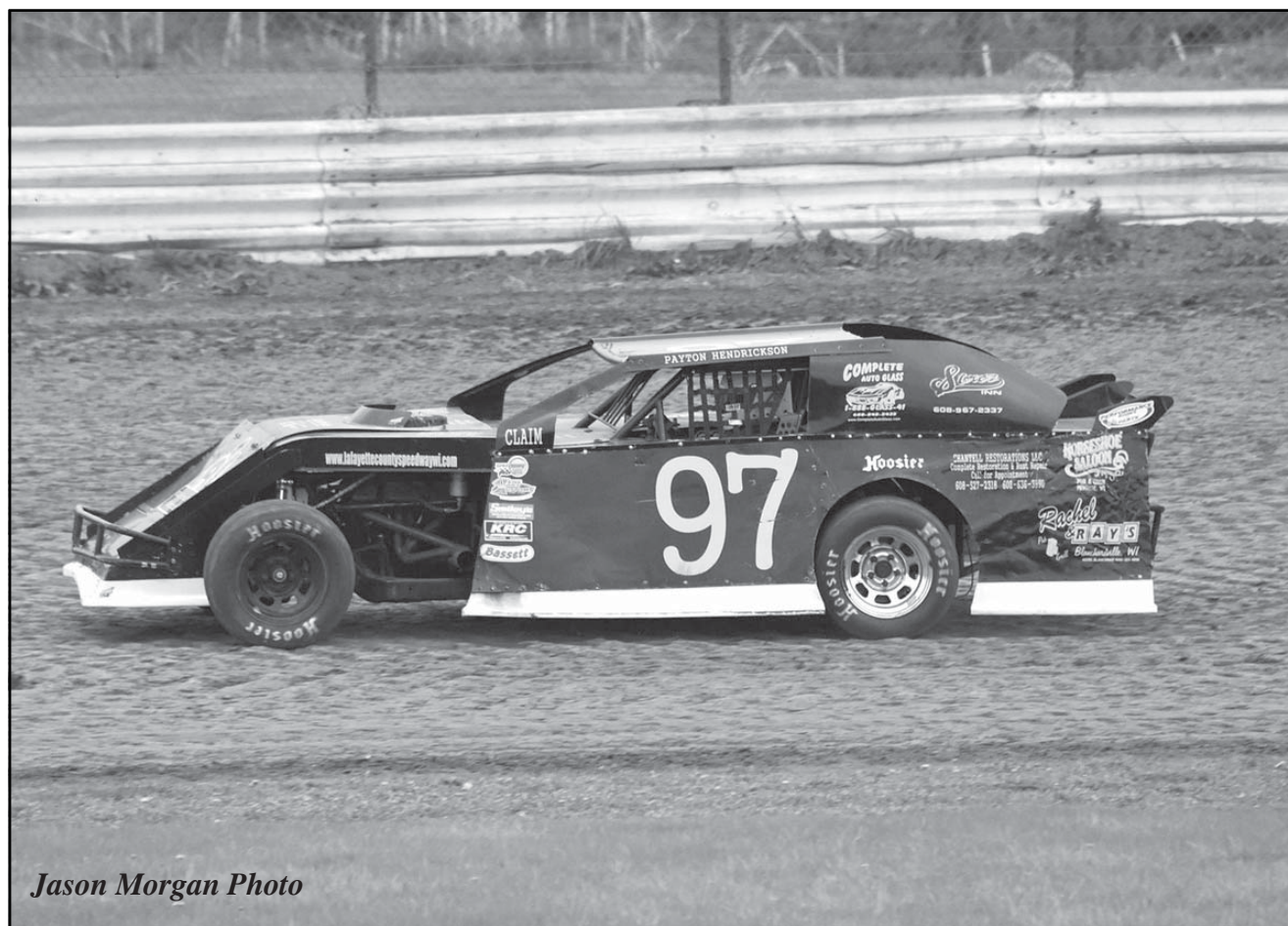
Chase Brunscheen won the mini-late model feature.

Had a chance to talk to sportmod racer Payton Hendrickson. Payton has had happen to him what many have, in that he started racing with the idea of spending little, and only racing for a short time. Pretty soon you have spent more, moved up divisions, and find yourself with years of racing experience before you know it.

Payton said that he started racing about 2001 or 2002 in the four cylinder class here at Darlington. “My first car was a four cylinder Mercury Capri convertible, which I welded a Dodge Daytona roof onto, but I managed to get my feet wet in racing, finishing 9th out of 104 cars that raced that year.” He then moved onto a Toyota Corolla, racing that for two years, going through many transmissions, but still managed a 10th place point finish.

From there on it was time to move up, as he said, “I then went out and bought a limited street stock car from Jimmy Doescher, but only ran that for one year here.”

Then it was time for another change, not only in racing, but also in location. “In 2004, I moved to Wyoming, and raced for two years there in a division called street stock. Then, we had a baby, and it was time to take a couple more years off. During that time, I had a friend who was racing a limited late model. He had trouble keeping the car running and making it work, so he asked me to take it out in hot laps to see if I could help. I took it out for five hard laps and brought it in and told him that it isn’t the car, it is more in driver error. I gave him my input on what he needed to do to



*Jason Morgan Photo*

drive the car different, and he got steadily better,” Said Payton.

After this, he would get a chance to buy another limited late model for \$1,800, one that admittedly needed a few things. “I found out that it would cost about \$14,000 to put it all together, and I would be working in the cold. My Dad told me that I didn’t need to be racing, and he was ready to burn it to the ground!” So, this car soon got sold.

Payton would then get a sportmod, which he raced at Craig, Colorado for awhile. “It was a cobbled-up mess, and I wasn’t really into it. That didn’t last too long,” said Payton.

After all of this, Payton would soon move back to Wisconsin. it didn’t take long for the racing bug to hit once again. It seems he could not get away from racing, as he noted, “My Wife’s Cousin wanted to give it a try, so I was back into it again.”

Payton then would find himself behind the wheel again, as he had a friend have a transmission fall on his hand, resulting in a long recovery, asking Payton to race his car. He also traded a four-wheeler for a DirtWorks chassied sportmod, getting back into it once again with his own equipment. “I bought a bunch of stuff from Lars Paulson that I needed for the car, got it put back together, and got seat time with it. I ran at Lancaster and then Dodge County in Beaver Dam, got more parts from Lars, got faster, then finally bought a motor from Tim Shepard. I finished ninth or tenth in points.” Said Payton.

Just when things were going good, he got put into the wall the next year, put the car together enough to finish out a season, and still finished sixth in points with a very bent chassis.

During the off season, he would take the car to

Wes Digman for advice on what to do with it. “Wes told me, do you want the good news, the OK news, or the bad news first,” Said Payton. “I told him to let me have it. He told me the bad news was that the car was basically junk. The OK news was that I could get \$350 for the chassis for scrap, and the good news was that he had a 2011 Victory chassis that he would sell me for \$1,500. I got the chassis.”

In 2020 he had a bad season with the car at first, blowing up three engines. Finally, things began to turn around in 2021. Making small changes all the time, he has been able to get things settled, except for one thing, saying “I always have the LF up in the air. People tell me that should not work, but it seems to be what the car likes and I like. I had one night there where I was running up near the front, and there was a huge pileup, “I got into it a bit, then had to re start at the back of the pack. I got it back up to ninth and was happy with that. His 2021 season went pretty well, where he finished in third in points at Darlington, even though he got hit hard in the side at the end of the season while racing at Lancaster. This weekend was a chance for him to see how the car works after repairs were made. This guy does not give up!

We took in the show at Marshfield for the Fall Spectacular. I merely paid to go sit in the stands and did absolutely no writing, just kicked back to watch. However, one thing must be noted. John Beale pulled off the feat of winning all three fifty lap super late model features here on this night. Someone doing this is practically unheard of, as I remember Dick Trickle doing this at an ARTGO event around 1979 but can’t remember much of that happening since. Congrats to John and his team!



# Dangerous Dan



Dan Margetta

Is it really Fall already? Where did the Summer go? It seems like just yesterday we were kicking off the 2021 racing year and now the regular season has wound down at many tracks. The leaves turning colors only signals one thing to race fans in the Upper Midwest...the Fall Specials highlighted by the biggest gathering of them all, the Oktoberfest Race Weekend at the La Crosse Fairgrounds Speedway.

The Oktoberfest Race Weekend, set for October 7<sup>th</sup>-10<sup>th</sup>, is the perfect culmination of the race season for me as while it is not the absolute final event of the year (that would be the Falloween 150 at the Dells), it does represent the last chance to hang out with all my racing friends before we go our separate ways for the off-season. The weekend races at La Crosse are special because EVERYBODY is there. Before the weekend is done, I'll get a chance to catch up with old friends from La Crosse, Slinger, The Dells, Kaukauna, Madison, Rockford, State Park, Golden Sands, and Jefferson as well as newly made friends from the Minnesota area tracks. How much fun is it? This year I'm skipping the opening two Milwaukee Brewers playoff games and giving up my primo seats near the



Ryan Nuttleman photo

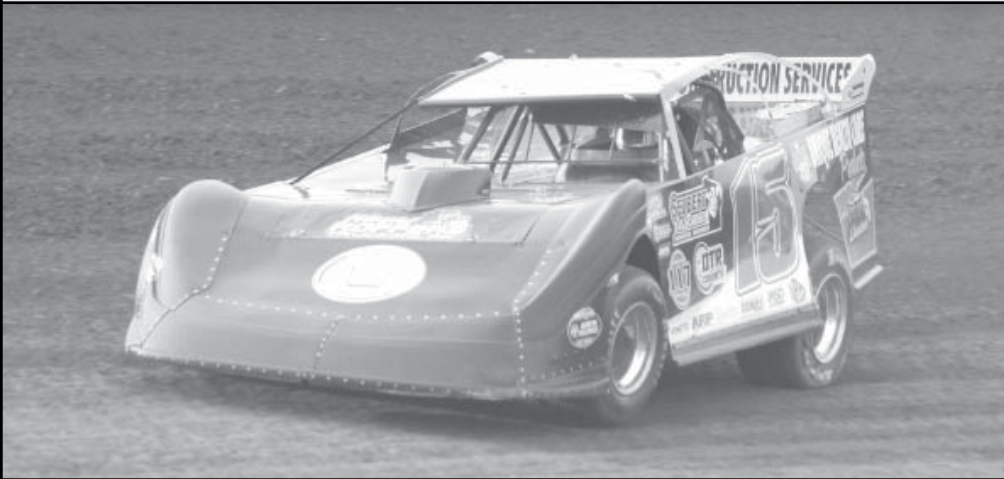
field (my parents and sister were quick to scoop up those tickets) to be there. The weekend is capped off by the ARCA Midwest Tour 200-lap season finale on Sunday afternoon and so far that series has enjoyed a competitive 2021 schedule. Ty Majeski already has wins at Jefferson, the Milwaukee Mile, State Park Speedway, and Hawkeye Downs this year and is most likely considered the favorite at La Crosse where he won last year. Majeski is also coming off another big win in the Bettenhausen Memorial at the Grundy County Speedway. However, the second place finisher from last year, Rich Bickle has been on a tear in his final season of competition having scored victories at Madison in the Joe Shear Classic and the most recent Tour race, the Jim Sauter Classic at the Dells. This year's Fest will be Bickle's final time competing at La Crosse and he went out in style at the Slinger Speedway by beating Luke Fenhaus to win his final start there. Speaking of Fenhaus, he's the newly crowned Slinger Speedway super late model champion and currently leads in the Kulwicki Cup standings for the Kulwicki Driver Development Program. He has also won the Ice Breaker 100 at the Dells and the

prestigious Slinger Nationals and has been in contention in every Midwest Tour race so far this season. In fact, it was Majeski and Fenhaus tangling while battling for the lead that opened the door for Bickle's victory at the Dells. The ARCA Midwest Tour has also seen some surprise winners this year in Paul Shafer Jr. in the Dixieland 250 at Kaukauna and Casey Johnson in the Howie Lettow Memorial at Madison and both should be at La Crosse. Johnny Sauter brought out his new super late model in August and won at the Dells and he along with Dan Fredrickson have traditionally been contenders at the Oktoberfest races. Hopefully, I'll see many of you there and we can get a chance to hang out at the track, or in the campground, or in the music barn, or at the Flamingo, or at any other of the many traditions associated with the racing weekend.

The weekend before Oktoberfest will be spent at the Rockford Speedway for the National Short Track Championships. Originally, super late models were

Dangerous Dan continued on page 9

Nick Anvelink (left photo) won the Dirt Kings late model race at Wilmot and was crowned King as the champion of the series for 2021.Scotty Thiel (right photo) was finally able to break into victory lane this season in the IRA main event at the Outagamie Speedway





*Dangerous Dan continued from page 8*

going to be left off the program as the Big 8 Late Model Series takes center stage for the Sunday main event. That all changed quickly as driver Brad Mueller spearheaded an effort amongst other drivers and fans to create the Bickle Twin 45's for super late models on Saturday night of the National Short Track Championships. The event is an invitational event that will feature twin 45-lap features in honor of Rich Bickle's last drive at Rockford and no pre-race practice or testing will take place. Sponsors of the event had a hand in selecting the sixteen drivers and the list contained some surprises. Obviously Rich Bickle was one of the invitees and he will be joined by Rockford drivers, Austin Nason, Michael Bilderback, Jake Gille, Max Kahler, and Steve Rubeck. Steve Apel and Rich Loch head up the Slinger contingent of drivers while Casey Johnson, Dale Nottestad, Josh Nelms and James Swan are guys who race just about anywhere. The final four invitees are the big surprises and they include legends Lowell Bennett, Larry Schuler (I know where Minooka, IL is because of Larry Schuler), Tony (The Tiger!) Strupp, and Al Schill, who will be racing for the first time in several years. There's no way I'd miss this and I'm sure I'll stick around for the Big 8 main event on Sunday where another legend, Jerry Eckhardt plans to compete. The last several years, I watched the National Short Track Championships in the grandstands with Al Schill and Jerry Eckhardt and it will be special to see both of them on track this year.

The Wisconsin racing season officially concludes with the Falloween 150 super late model event at the Dells Raceway Park on October 23<sup>rd</sup>. The weather for this one is hit or miss as I've been there when it was summer like and beautiful and I was there last year when it was brutally cold (as in I can't feel my fingers and my feet fell like ice blocks). No matter what the weather conditions we'll all be there because it's the very last chance to do what we love until next Spring and we're going to do everything we can to squeeze just one more race in before we are forced to face the realities of Winter.

As far my racing schedule this past month, after attending the Jim Sauter Classic at the Dells, I spent most of September with the pavement crowd wrapping

*Dangerous Dan continued on page 10*



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*Dangerous Dan continued from page 10*

up the season at the Slinger Speedway where Luke Fenhaus edged Rich Bickle for the super late model championship. Jack Stern won the championship in the late models and other track champions included Andrew Meyerhofer in the sportsman, Tyler Schley in the modifieds, Zach Greer in the super beez, Brady Held in the Slinger bees, and Bill Shavlik in the figure 8 division. Dillon Schwanbeck won the Slinger championship in the legend cars and Ayrton Brockhouse was the bandolero champion. The Slinger Speedway's final 2021 event was the inaugural Bracket Racing show which featured a wide variety of cars from different divisions competing together on track. It was the first bracket type racing event for me and it was pretty cool to see the variety of cars and learn how the bracket concept works with qualifying rounds and breakout rules. I really hope this first event sets the stage for this fun event to become a steady tradition to bring down the curtain on the Slinger racing season.

On the dirt track side of things, I got a head start on the Fall Special season by attending a few sprint car and late model events beginning with the IRA Sprint Car show at the Outagamie Speedway in Seymour, Wisconsin. Scotty Thiel was finally able to break into victory lane this season in the IRA main event. The next night, I was at the Wilmot Raceway at the Kenosha County Fairgrounds for the Dirt Kings Late Model Series and the Jimmy "Wildman" Watson memorial race. A good field of 27 dirt late models were on hand and there was plenty of action until power issues with the track lights turned the oval into a large dance club as the lights began to strobe on and off. While the light show was really cool, there was no way to race safely in those conditions and unfortunately the race had to be cancelled. The next weekend I was back in Seymour at the Outagamie Speedway for the Dirt Kings finale as part of the track's Fall Brawl with seven divisions in competition. I worked the video camera for the PPV internet broadcast for WatchFYE.tv and for the amount of cars on hand, the show moved along really well. Nick Anvelink won the Dirt Kings late model race and was crowned King as the champion of the series for 2021. A highlight on the night came during the sport mod feature as Jeff Schmuhl masterfully tip-toed along a very high cushion to capture the victory. Overall it was a fun event at a track I haven't had a chance to get to often and I enjoyed the opportunity see new drivers and make new friends.

## '5-10-32 – MCBRIDE, PARKER ANVELINK' 2021 HOLIDAY BOOK TOUR

Motorsports author and Green Bay, Wis. native Joe Verdegan has announced a six-date book tour in December 2021 to promote his seventh book titled "5-10-32 – McBride, Parker & Anvelink" which will feature the trio of Northeast Wisconsin dirt late model icons.

Those icons featured in the book are M.J. McBride from Shawano, Pete Parker from Kaukauna and Terry Anvelink from Navarino.

"5-10-32 – McBride, Parker & Anvelink" will be the fourth book Verdegan has penned with Pedal Down Promotions of Manitowoc, Wis. The book launch is set for Saturday, Dec. 4 from noon to 3 p.m. at Lenny's Tap in Green Bay, Wisconsin.

From there the book tour travels through a handful of communities in Shawano and Outagamie Counties. On Tuesday, Dec. 7, the tour stops at the Lighthouse Bar & Grill in Shawano, Wis. (one of McBride's longtime sponsors) from 6 p.m. to 8 p.m.

Two nights later, Thursday Dec. 9 the tour swings into Anvelink's hometown of Navarino for a stop at Peppermint Josie's from 6 p.m. to 8 p.m. Peppermint Josie's is formerly Walt's Bar, which was a longtime sponsor of Anvelink's.

On Saturday, Dec. 11, Hustle Inn in Seymour, Wis. will host a signing from noon to 3 p.m. The local watering hole has always been a longtime favorite of Seymour race fans and drivers alike.

The tour's fifth stop is set for Club 117 in Bonduel, Wis. Thursday, December 16 from 6 p.m. to 8 p.m. Club 117 is a supporter of local racing including both Shawano Speedway and second-generation racer Nick Anvelink.

The six-date tour wraps up where it started in Green Bay Saturday, Dec. 18 at Bosse's News Stand from 11 a.m. to 1 p.m.

All three drivers earned extremely popular fan followings beginning with McBride. The Shawano speedster's career began in 1965 at his home track Shawano Speedway. McBride would go on to battle in USAC stock car competition in the early 1970s and eventually would wind up dominating at his hometown half-mile, bagging five straight track titles in the 1980s and still winning frequently into the '90s and into the 2000s era. McBride, who would

wind up winning 13 track championships in all, was ushered into Shawano Speedway's Hall of Fame in 2007.

Parker, from Kaukauna, Wis., began his career in drag racing after a stint in the military. It didn't take long for the Eagle River native to explode onto the dirt late model scene. Parker began winning features and track titles frequently in the late 1970s and for the next few decades. Parker spread his wings in the 1980s chasing big-money specials throughout the United States, including the long-defunct National Dirt Racing Association (NDRA) circuit. After an estimated 450 feature wins at both the local and regional level and a pair of WISSOTA late model national crowns, Parker was inducted into the National Dirt Late Model Hall of Fame in 2006.

Anvelink won his first late model feature in 1977 and wasted little time becoming a consistent frontrunner and fan favorite in the years ahead at Shawano Speedway as well as nearby Seymour Speedway.

The "Navarino Nightmare" as he's affectionately known has scored multiple feature wins and 13 track championships. Anvelink has also won some big races along the way, including the \$5,000-to-win Legendary 100 at Cedar Lake Speedway in western Wisconsin and the \$4,000-to-win Mid-Summer Classic at Shawano. Anvelink was a 2009 inductee into the Shawano Speedway Hall of Fame.

For more details on "5-10-32 – McBride, Parker & Anvelink," email Verdegan at [jverdegan2@gmail.com](mailto:jverdegan2@gmail.com) or follow his website [joeverdegan.com](http://joeverdegan.com).

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52<sup>nd</sup> Annual

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- \* Super Lates Trickle 99  
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- \* Area Sportsmen
- \* Super Late Models
- \* LaCrosse Late Models

5:30 PM Start

### SAT. OCT. 9

- \* Big 8 Late Models
- \* Midwest Trucks
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- \* ARCA Midwest  
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# THE MIDWEST RACING CONNECTION

## Photo Gallery



Chase Viebrock swept all 3 nights of the Legendary 100 at Cedar Lake  
*Brewster Baker photo*



John Bealle swept the Fall Shootout at Marshfield Motor Speedway  
*TJ Harron photo*



Teddy Kottshade picked up the Minnesota NASCAR Rookie of the Year  
*Dan Plan photo*



Darrell Nelson won the Modified portion of the Silver 1000 at Proctor  
*Dan Plan photo*



Casey Johnson in JJ Mueller's truck at the Wisconsin State Championship  
*Jeff Taber photo*



Dustin Doughty leads the Street Stock field at Red Cedar Speedway  
*Brewster Baker photo*



# THE MIDWEST RACING CONNECTION

## Photo Gallery



Sauter family members Tim, Jay, & Jim Jr at Dells Raceway Park  
*Doug Hornickel photo*



Jake Miller finished in the top-10 in points at Red Cedar and Cedar Lake  
*Dan Plan photo*



R.J. Lank's Edsel at Lafayette County Speedway  
*Jason Morgan photo*



Chris Weber picked up the Sportsmen championship at the Dells  
*Jeff Taber photo*



Ayrton Brockhouse picked up Bandolero titles at Slinger and Elko  
*Dan Plan photo*



Superman on his way to capturing the World 100  
*Jacy Norgaard photo*





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## New Dirt



### Jacy Norgaard

Dear Eldora,

I get it. I really do. You are the most frustrating track to shoot at. You challenge me with your impossible angles and your limited spaces. But isn't that the point of why you exist? Isn't that what makes you so special? Mastering you is a task only so many have ever accomplished. You command people to excel at their best. To live up to the highest levels of their talent and hope that it is enough.

The best drivers in the world walk through that gate and maneuver around your technical banks. The most devoted fans give you their time and wade through large lines. Us photographers try to take in every moment and produce work that explains your greatness.

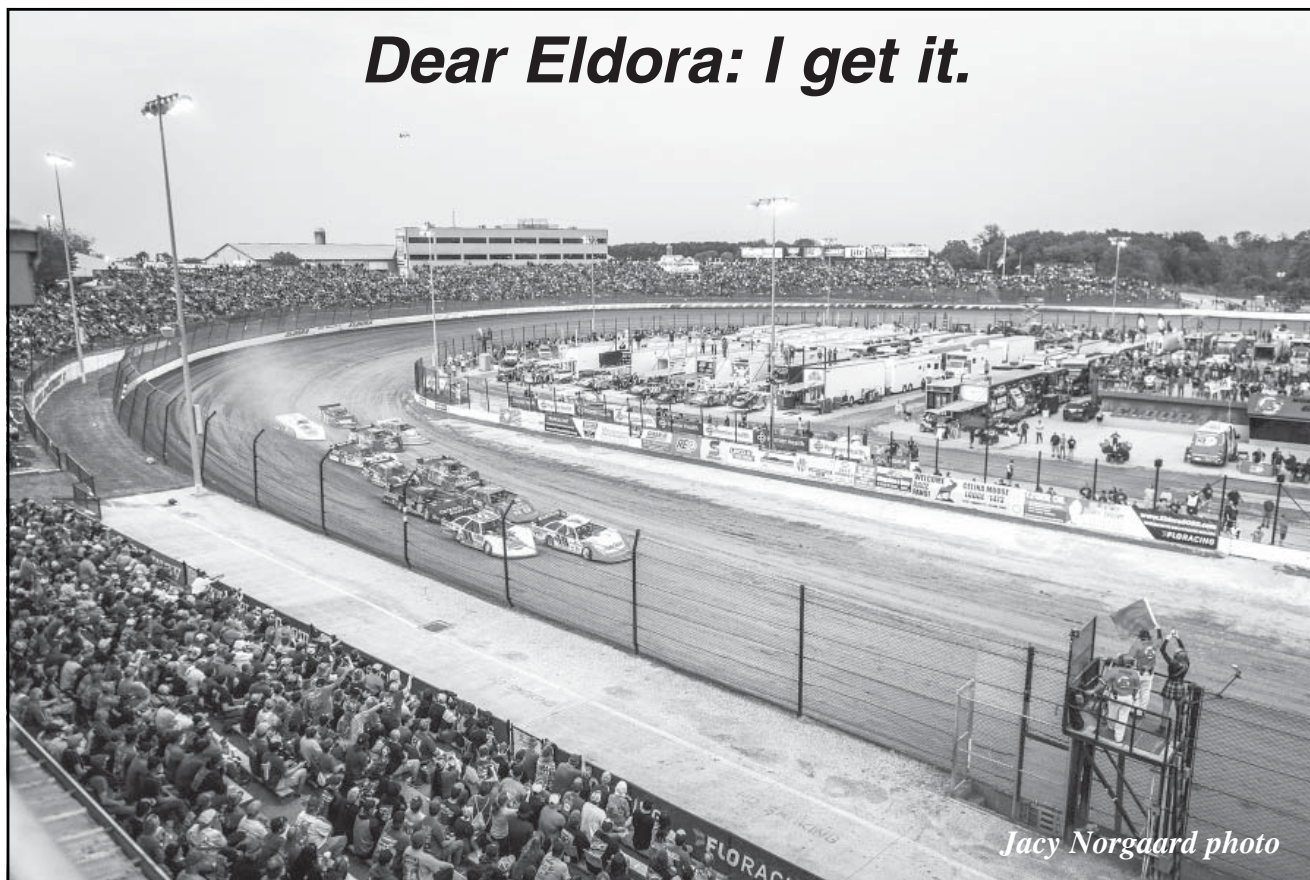
I got 8 shots at it this year and I hope I've figured you out. I went toe to toe with some of the best our sport has to offer. That came with nights of frustration and hours of deleting blurry and underwhelming shots. At times I thought about riding it out and just dealing with your shortcomings. You commanded much more. I couldn't give up on you just as Earl never gave up on his dream of building you, Tony never gave up on crafting you into a world renown facility, and Overton never gave up on trying to perfect winning you.

When I first walked out of that tunnel in June and saw your fences and limited opportunities, I cursed under my breath. I can usually make the best of any shooting situation, but you made things complicated. Through 7 nights of shooting I never really understood you. Until that night that it all made sense. I had slowly made my way through a sea of people to get to the roof after browsing vendor row. The sheer amount of people reminded me of a Minnesota State Fair. Wall to wall races fans of every background and fan allegiance. Everyone devoted and tuned in for the biggest dirt track race there is. Opening ceremonies kicked off with a memorable fly over and tribute to the 20th anniversary of 9/11. Chills were in the air and you could feel that you were part of something bigger. All 6 heat races were entertaining and nail biting. Bloomquist got the pole and everyone thought Mike Marlar's night was over. I got some of my favorite Eldora shots up on that roof. I started feeling as if I could handle Eldora.

Then the magic happened. As the cars staged on pit row and I walked through the rows, the atmosphere changed. The excitement wore into a tranquility like none other. Everyone seemed relaxed and without a care in the world. My mind flashed back to my favorite childhood movie, *Gone in 60 Seconds*. That scene where they're all standing around the garage with their eyes closed listening to Low Rider before embarking on their mission. The oddity of that thought coming to mind at that moment had nothing to do with cars and everything to do with the peacefulness.

The feature rolled onto the track and 25,000 settled in for 100 laps. Things started going Brandon Overton's way and it felt like Groundhog's Day again.

## Dear Eldora: I get it.



*Jacy Norgaard photo*



*Jacy Norgaard photo*

*New Dirt continued on page 16*






*New Dirt continued from page 15*

I would have loved to have seen Overton complete the unthinkable and total domination of Eldora on the year. I appreciate being able to witness and document the history of our sport unfolding. Davenport had other plans. Superman saved the World and the magic of Eldora. Overton is not an evil villain or imminent threat to the sport by any means. When I say Davenport saved the World and the magic of Eldora, he did exactly what Eldora designed him to do. He beat the King and upset the Dynasty. He proved that the character of a 1/2 mile oval forged in an Ohio cornfield all those years ago still shined bright. And if there was ever any question about whether Eldora summons you to the highest level of your talent, look no further than Mike Marl. From deep in the Last Chance Showdown to the last transfer spot for the World 100. He fired off 26th and drove by a field loaded with the best, passed the tentative owner of Eldora Speedway (Overton) and settled for a close 2nd place finish.

As Davenport exited his car he asked Misha Geisert if someone could get behind victory lane and take a shot of his world view. For whatever reason I was chosen and hurried a top a ladder just above victory lane. As I made my way to the top of the ladder, I saw what Davenport saw. Likely the same vision that Earl saw of Eldora and the World 100 five decades prior. All that the event could be, all that dirt track racing could be. It was right there in front of me.



*Jacy Norgaard photo*



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## Racing Nuggets



### PJ "Jacklyn" Nuttleman

As we prepare for the 52<sup>nd</sup> Annual Oktoberfest Race Weekend, I find myself fondly remembering the years that my brother-in-law, Bruce created a giant cutout of Johnny Gilbertson's head which was carried around the grounds, unleashing great fun everywhere it went.

Johnny has been a notable character around La Crosse Fairgrounds Speedway for quite some time. Not only is he a huge history buff of auto racing, but he's been a racer in the vintage class, and an important supporter of race events as well as racers like Nick Clements and Steve Carlson in the NASCAR Late Models.

Johnny is "Johnny's Hobbies" that has been seen emblazoned on the side of many race cars over the years.

I should also add that Johnny has been a favorite human of our Boxer, Pudge. I'm not sure if it's because they both have furry faces or because Johnny plays with him non-stop. It's likely both!



*PJ Nuttleman photo*

Earlier this week, (September 21), Johnny was having pain in the center of his chest. He laid down to go to bed, but the pain wouldn't go away. He was sweating and had diarrhea, so naturally he chalked it up to something he ate. Perhaps it was food poisoning?

He tossed and turned, suffering through the night and by 5am, the pain was excruciating and Johnny was struggling to breathe. He feared he had COVID. Things were definitely not right, so Johnny finally called his brother, Dave to take him into the hospital.

After a quick and thorough exam, it was determined that Johnny was having a heart attack due to a major blockage in his artery! He was rushed into surgery. He says he was conscious for the entire procedure!

Johnny said it wasn't too bad. It involved the surgeon placing a catheter into his wrist on his right arm, working up the artery to the blockage. It was then that the pain started to sear through his body. That must've been when the balloon angioplasty was working to open the artery and place the stent. Johnny said it was quite uncomfortable. It wasn't long though and the stent was in place and they withdrew their microscopic tools out of his arm and that was that.

Another brother-in-law of mine, Peter is a surgeon. He would probably be completely geeking out over the process. Me? I'm struggling to even type about it without vomiting or passing out. I'm ridiculously squeamish. And Johnny is incredibly brave and lucky.

He says he feels pretty good and as of this writing, he is expected to make a full recovery. Johnny says it was a wake-up call for him to eat better and exercise more. He admits he was actually wondering WHEN it would happen; NOT if. I think we all wrestle with that kind of stuff. We KNOW we shouldn't eat or drink half of the things we do, but they're oh-so-good!

The situation even has Johnny revisiting his future racing plans. Despite having fixed up his Javelin, he says he won't be racing it at Fest this year. I could hear the wistfulness in his voice as he shared that he hasn't raced since 2017 and he doubted he would ever get back behind the wheel now. He says his days of driving race cars are likely over.

I reminded Johnny about (my husband) Toby's surgery for colorectal cancer back in 2014. He had a colostomy bag during Oktoberfest that year. I figured he would be up in the stands with me, but instead he was crawling around under race cars, as if there wasn't a bag filled with human waste attached to his side.

We all react a little differently when we ponder our own mortality.

Johnny was still in the hospital when I spoke with him for this column. The fear and pain still very fresh in his mind. And don't get me wrong, there is definitely something positive to be said for re-evaluating life choices. Do I eat this donut with frosting and sprinkles, or opt for the apple?

We all have our own paths to walk in life and Johnny will make his own choices. It sounds like those choices will also include doing physical therapy/rehab for quite some time as he continues to recover from the ordeal.

I just don't know if Johnny will stand by his current decision to never get behind the wheel of his Javelin again to race that blue beauty again. He made such a great tribute to Tom Reffner with that car. It would be a shame to not be able to see it turn circuits again on the track—with Johnny behind the wheel. I'm not convinced he's done pondering that one yet.

If you see Johnny at Fest, be sure to give him a (gentle) hug and wish him well. Hopefully, his familiar smile will make an appearance at Fest. I know our dog, Pudge can't wait to see him again, with his little nubby tail wagging like crazy! (Pudge's tail, not Johnny's!)



*PJ Nuttleman photo*





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Rich Bickle picked up the Midwest Tour  
Jim Sauter Classic at the Dells  
(Doug Hornickel photo)



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## Racing History



**Dale P. Danielski**

Auto Racing will make its return to Wisconsin Rapids, WI., for the first time in 5 years. Midgets, straight stock cars and Go-Karts will roar around a new \$20,000 asphalt-surfaced Griffith Park Speedway, now under construction in a natural bowl near Four-Mile Creek, one mile west of Highway 13 on Griffith Avenue.

The new track, with seating facilities to accommodate more than 3,000 fans by the 1961 season, is about half complete. Tentative opening will be Saturday, July 9th, when midgets sponsored by the Badger Midget Association of Milwaukee, WI., will race during the twilight hours.

Behind the giant racing venture are Promoter, Sam Bartus, owner of Sam's Auto Fair, Schofield, WI., and Manager Gerald Richter, Wausau, WI.

"Wisconsin Rapids has always been highly enthusiastic about auto racing and in the post-war period outdrew Wausau Speedway crowds by about 4-1, Richter said. We feel that fans certainly will welcome this new facility, and because of the central location, 'Rapids should be an ideal addition to the racing circuit.'"

## RACING RETURNS TO WISCONSIN RAPIDS, WI., FOR THE FIRST TIME IN 5 YEARS.

### THE BEGINNING OF PAVEMENT RACING IN CENTRAL WISCONSIN PART 1

*June 24th, 1960, Wisconsin Rapids Tribune*

Bartus' lofty plans include turning the area, a tree covered bluff leased from John Murgatroyd, Wisconsin Rapids realtor, into an "attractive park" complete with a lighting system for night racing, terraced strips where seating facilities will be installed, concession and parking areas and picnic grounds.

The oval track itself, measured approximately one-quarter mile long with a width of 50 feet so midgets can run five abreast, is being shaped by graders and bulldozers owned by Harry Basseuner, contractor, and is almost ready for surfacing by the Carrington Construction Co., Lake Delton, WI.

More than \$3,000 of the five-figure investment has already been spent, Richter added.

"We cannot hope to have everything completed by July 9th, but the track itself will be finished for racing he indicated."

The track has a base of several tons of sand and gravel which is designed to keep the hard surfacing intact even after years of use by stocks and midget racers. A center strip has been added to shorten the oval for Go-Kart racing and will allow either figure 8 or piton-flanked obstacle type Karting courses.

Bartus said midget racing will be held Saturday evenings under lights, Go-Karts will run anytime and fill in on those Saturday's when midget racing is not scheduled. Stock cars, including models up to 1955, will run every Sunday. Midget racers will be the same as those currently running at Sun Prairie, WI., State Fair Park in Milwaukee and Depere, WI.

The regular season Richter added, will generally run from mid-May until mid-September, but the Speedway will probably wind up its 1960 activities around Labor Day.

Explaining the complete park, he pointed out that the sides of the bowl will be terraced with blacktopping and eventually have stadium-type seating. To the North, atop the bluff will be a concession area, and behind it will be parking. The entrance of the speedway will be at the corner of Witte and Griffith avenues where a drive flanked with trees, will also be fenced. A ticket booth will be placed along the drive near the

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**SAM BARTUS** Promoter

**Gerald Richter, Manager**

parking area.

To the East of the track will be the racing car entrance approaching from the bluff. Farther east is Four-Mile Creek.

Richter, who will be moving shortly from Wausau to Wisconsin Rapids to manage racing programs and generally supervise construction, said that a meeting will soon be scheduled to interest local drivers and car owners in the project in order to expand the competitive field of drivers. During the racing season, the track, under constant supervision, will probably be open for practice runs by local drivers. Both gentlemen this week extended invitations for fans to look over their facility prior to opening of the racing season. (End of track opening preview article.)

Certainly, a huge undertaking, and you can imagine the excitement it was generating in the Wisconsin Rapids area. After 5 years auto racing was returning to Central Wisconsin, this time in the form of super fast pavement racing!

*Racing History continued on page 20*





*Racing History from page 19*

RACING WILL OPEN AT NEW SPEEDWAY FEATURING MIDGETS SATURDAY NIGHT.

Although a week later than planned, the Badger Midgets opened the brand new Griffith Park Speedway, on July 16th, 1960. Billy Woods won the first ever Feature at the track as he took the main event on July 16th, 1960. Landy Scott won the Semi-Feature, with heat race wins going to Jim Rice, Scott, and Don Boorse. Boorse also toured the new oval in 14;72 seconds. Stock car action got its inaugural race in on Sunday night, July 17th playing in front of a huge crowd, whom paid a \$1.00 to get in to the event. To no one's surprise, local favorite and area hot shoe, #27, Jere O'Day took the 25 lap Feature win. Following O'Day to the finish in the main were #77 Don Ruder, #29 Ken Pancratz and #37 G. Hall. The 15 lap Semi-Feature went to O'Day followed by #60 Jim Gurney and #15 John Detert. Heat one was captured by #7-11 John Moquin followed by #10-10, Len Matthews and #99 Dick Trickle. 2nd heat victor was #64 Augie Winkleman, followed by Detert and #7-11 Morrie Piotrowski. The 3rd heat found Ruder 1st followed by Pancratz and Gurney. Fastest qualifier was O'Day but no time was reported for his lap.

With the popularity of the stock car group, they became the top attraction at the new speedway. Jere O'Day also became tough to beat as he won the Sunday, July 24th Feature race. He was followed on this occasion by Don Ruder, John Moquin and Len Matthews. The Semi-Feature went to #66 Jerry Volm, followed by Dick Trickle and #11 Erv Klawitter. Heat



Domine. The 3rd heat found Ruder 1st followed by O'Day and Barney Pliska. A non-winner race was

race one went to #Me-2 Jack Moen, #78 Jerry Wagner and #88 Bruno Swiderski. 2nd heat winner was #19 Dick Shefchik followed by Len Matthews and #45 Ron

run with John Moquin taking 1st followed by #68 Ron Deboer and #71 Jerry Moen. O'Day was again fast qualifier. 34 cars participated in the program and the interest for the speedway was skyrocketing.

Sam Bartus pioneered the effort to establish racing in Central Wisconsin and his experience in the field greatly enhanced the effort. "I built Griffith Park, which at the time was the first asphalt track other than the Milwaukee Mile. I built it against all odds, because all the drivers said, don't do that, it'll burn the tires right off the cars and nobody will be there! It scared me, but I went ahead and did it anyway." I originally tried to renegotiate the deal to run the Crowns Speedway, from the landowners, their name was Jaecks I believe, who also owned the tavern there, but couldn't reach an agreement. I knew Clayton Crown, (See prior Crowns Speedway column) he was a friend of mine, for which the track was named, and for some reason he went out of business. I just thought that would be a good area to have a track and with the Crowns deal off the table, I picked out a nice location with a hillside and put Griffith Park Speedway there." And the rest is history as they say. The track did not burn the tires off the race cars, and fans came in large numbers to witness the action.

John Moen won the July 31st Feature race at Griffith Park, besting Ken Pancratz, Len Matthews and Dick Trickle. Semi-Feature racing found Ron Deboer 1st followed by Jerry Volm and Joe Kundiger. Heat race one went to Moen followed by Glen Katzenberger, and Marv Marzofka. Heat two was won by Dick Trickle followed by Mike Wallace and Erv Klawitter. Heat race three went to John Moquin followed by Pancratz and Matthews. The dash was won by Jere O'Day followed by Vic Kopacz and Marzofka. Time trials went to Pancratz. Over 30 cars



raced on the night.

Special thanks to Jim Cleveland and Gary Hall for contributing to this feature story. Also to Bob Bergeron for his contributed photos. And with that, stay tuned for part two of the Griffith Park Speedway story, where we talk to drivers that raced at the track and also discuss why Sam Bartus was ousted from the dream facility he created.

And for those interested in these kind of old-time racing memories, Champions Reunion XIII will take place, Sunday, October 10th, 2021 from 11am-2pm in the Hospitality Chalet as part of the Oktoberfest Racing weekend, at La Crosse Fairgrounds Speedway, West Salem, WI. For those racers interested in attending contact Dale P. Danielski at the e-mail listed below. Also looking to recruit old race cars from the last 60 or so years of racing for display purposes at the show. For additional information call 608-783-5125, 608-518-2478, or go to where you can sign up for the event, Champions Reunion XIII FACEBOOK page.

Photos. Advertisement in July 15th, 1960 edition of the Wisconsin Rapids Tribune announcing the Grand opening of the newly built Griffith Park Speedway, Wisconsin Rapids, WI. Sam Bartus, behind the Griffith Park track construction effort. \$74 Jere O'Day 1st hot shoe of Griffith Park, early race car. Dick Trickle #99, Marv Marzofka #91 and Tom Reffner all raced at Griffith Park in its first year of operation, 1960.

Questions, comments, opinions and other information welcome at dale@starmakermultimedia.com





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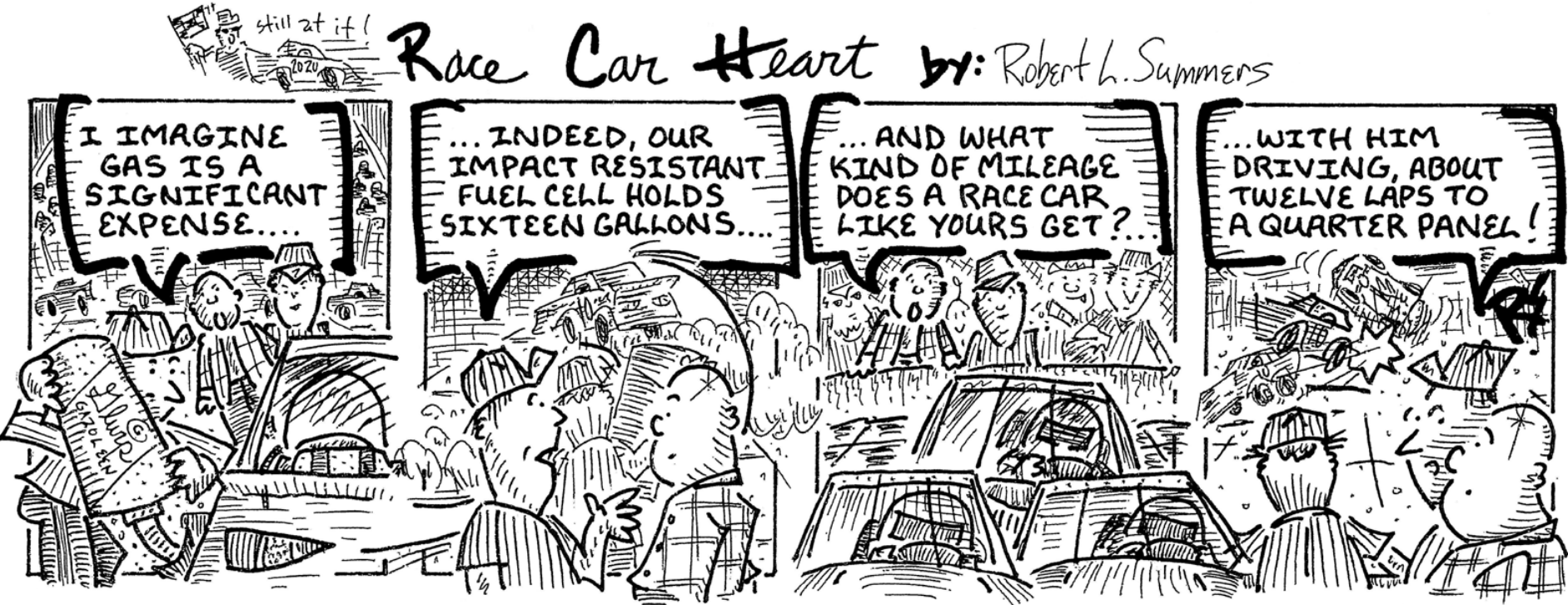
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# Quarter Midget Kids



*There are quarter midget tracks located on the grounds of both Cedar Lake Speedway and Elko Speedway. Many of today's drivers got their start in quarter midgets and remain involved to this day. Just like their bigger counter parts, the quarter midget drivers enjoy the thrill of victory, and have a hard time listening to track officials when it comes to lineups following a caution. When the 2022 season rolls around, make sure to check out one of these facilities. You might just see a future star of the sport taking their first laps on a race track.*





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One Season - Three Titles



*Jacob Goede wrapped up his 2021 season with 3 different championships. Jacob won the NASCAR Weekly Series Minnesota State title after capturing his 8<sup>th</sup> Elko Speedway track championship. In addition to the state and track titles, Goede also was crowned as the NASCAR Division 1 Midwest champion, finished second in the NASCAR Weekly Series National Points, along with second place finishes in Wisconsin state points and fourth place in Florida state points.*

THE MIDWEST  
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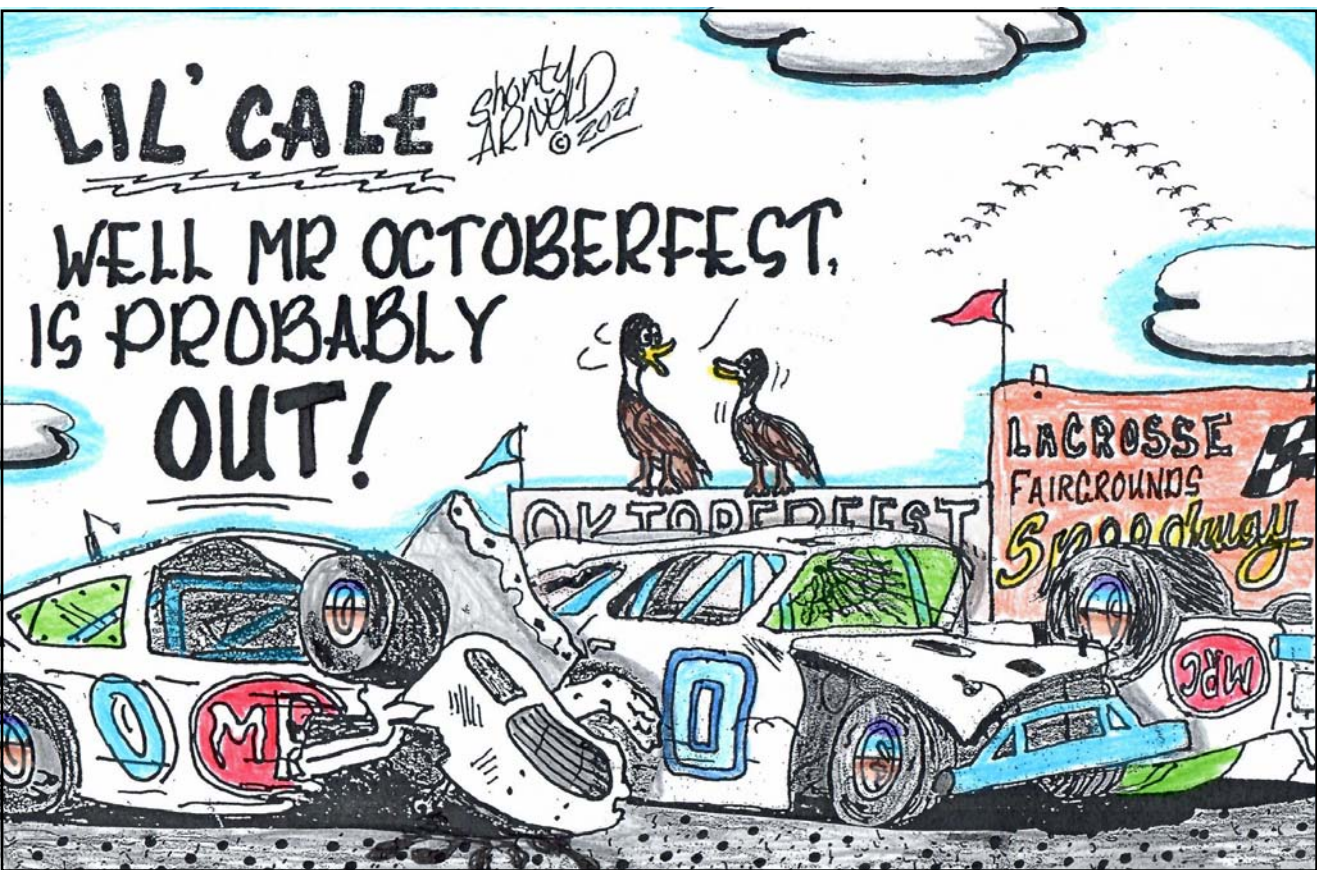
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THE MIDWEST'S SHORT TRACK AUTO RACING AUTHORITY







## Professional Grade Automotive Products

PIRTEK Service & Supply Centers carry a comprehensive range of automotive products for retail and workshop demands. We offer custom fabricated lines including specialized modifications for current and out of production models. Hose fittings and adapters are available in different thread forms including SAE and metric.

### The Product Range Includes:

- Power Steering Line Assemblies
- Air Conditioning Assemblies
- Transmission Line Assemblies
- Stainless Steel Braided Assemblies
- OEM Replacement & Custom Brake Lines
- Fuel Line Assemblies
- Manufactured to SAE Standards
- In House Machining & Component Recovery
- Extensive Line of Fittings & Adapters
- Hose Clamps



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