

THE MIDWEST RACING CONNECTION

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Career Seasons



November 2021

Inside...



Racing Nuggets



Young Guns



Photo Gallery



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Publisher's Note *Racing According to Plan*



Dan Plan

Oktoberfest Sunday is the grand finale for the ARCA Midwest Tour, and the 52nd version saw Casey Johnson pick up the big win at the end of the day. The Sunday event also features two other support divisions. The vintage cars and the new Cratetoberfest division.

Vintage Cars & Cratetoberfest

When vintage cars first started running in the area, they consisted of restored race cars or replicas of cars I had seen pictures of, but probably never actually saw in competition. These days, many of these cars that are now on the track, I actually watched live and in person while growing up. In this year's vintage events, there were times I thought I was watching the "Knight Stalker" Johnny Ziegler battling with Dick Trickle for the win. It actually put a smile on my face.

A few years ago, a new division came along and was quickly added to my list of favorite short track divisions. I only get to see these vehicles one time each year, but it is truly a sight to see. There are very few rules; 1 motor option, 3 types of tire options and the rest are mainly safety related items. The rules for this class consist of just one paragraph. When I was a young lad, I remember seeing rulebooks that were just one paragraph long. I've also heard people say things were better when there were fewer rules. I'm not

Publisher's Note continued on page 4



Kyle Nuttleman photo

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**THE MIDWEST
RACING CONNECTION**



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Publishers note from page 3

sure if racing was better when I was younger, but this deal sure seems to work out pretty darn good.

The division is known as Cratetoberfest and has run on Sunday afternoon before the big Late Model show during Oktoberfest Race Weekend.

Outside of the safety and tire rules, the biggest equalizer is the 602 Chevrolet Crate Engine. Just about any type of vehicle can run, as long as you have the 602 crate engine and an 8" tire (the Midwest Trucks can run their hard compound 10" tire.)

Some of the Sportsman/Hobby Stock type cars are most likely at a weight and/or suspension disadvantage, but the Modifieds, 602 Late Models and Trucks are all right in the same ballpark when it comes to lap times. The 2020 version saw Eric Campbell pick up the win in a Modified. The 2021 version saw Bryce Miller hold off Eugene Gregorich Jr. in a Midwest Truck. Even with some cars being at a disadvantage, a driver with more seat time is able to hold his/her own over a driver with less experience but might have a better car.

To me, the best part of the race seems to be the payout. Along with paying \$1,000.00 to win, the first-place payout includes a free Chevrolet 602 Crate Engine. In addition to the winner getting a brand-new engine for free, there is a drawing for all of the other competitors for another free crate engine. It's a pretty neat deal. Even if your car was not competitive, you have a chance at winning a new motor.

I think having an event with a mixed combination of cars with crate engines would be a great deal on the dirt side of the world too. In my neck of the woods, the WISSOTA Late Models and Modifieds have the option to run the 604 version of the Chevy crate motor. Maybe someday, some track will have an event with the Late Models running an 8" tire racing against the Modifieds head-to-head. I know I would be there to see it.

I know there are strong opinions on both sides of the built motor versus crate motor debate. I don't want to get into that debate. I think there's room for both. This deal with multiple divisions racing against each other is an example of where the crate is truly great.

And finally, Oktoberfest gives the race fans from Minnesota an opportunity to see how their drivers from the one paved track left in the state stack up against the competitors from across the river. Once again thanks to the Gopher State drivers, this weekend was one of few times I've been proud to be a Minnesotan.



The Cratetoberfest field rolling through turns 1-2 during Oktoberfest Race Weekend. The division featured Late Models, Modifieds, Sportsmen and Trucks all running together
Kyle Nuttleman photo

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Going in Circles



Charlie Spry

The rush of the post season special events continues on this month, starting off with the annual Midwest Championships at the Dells Raceway Park.

This is a beautiful facility that boasts one of the best car counts for an asphalt track in Wisconsin. This event also usually draws cars from many different tracks. Case in point, was the hobby stock division. This division usually draws many from Jefferson Speedway, but those representing that track were disappointing in their numbers here for this show. However, the cars from State Park Speedway made up for it, as they are welcomed to this event, where many other specials leave them out. Tomah-Sparta Speedway competitors also showed up in force. This is what you want to see in a post season show, cars from as many different tracks as possible.

Mike Krueger Jr. from the Tomah track edged out Jefferson regular Chico Riedner in the first feature, which was really an outstanding race. Travis Volm outdueled his cousin Alex to win the second feature. Travis calls SPS home, and has raced in many different divisions. He was racing the Dave Lashua

car for the Lashua family in tribute to Dave Lashua, who passed away unexpectedly a couple of years ago. It is nice to see the Lashua family keep racing alive in his memory. Alex also calls SPS home.

Mike Litchfeld took the win in the Big 8 style or limited late model feature. I don't think I have seen him lose a feature race this year. He has been that dominant here and everywhere else he races. Truly a dream season.

The CWRA late models ran tonight as well, with Tristan Swanson looking very good. He has won in a variety of cars and divisions this year, another driver who is capable of winning in any type of car or truck or...

The asphalt modifieds likewise put on a very good show, with Justin Okruhlica getting the feature win over Dave Edwards and Dan Howard.

The Bandit division feature was taken by track regular Jordan Hoffman, while the Legend feature went to Kendrick Kreyer. Both divisions featured a pretty good car count.

Collin Tomlinson was present with a late model to race with the CWRA cars. Collin has a sportsman car that he races here and at Jefferson, and now has brought out the late model, which was originally raced by Collin's Uncle, Andy Tomlinson at the old Colum-

bus 151 Speedway for many years. It had been raced sparingly since but was brought out of a three-year slumber to run a couple of CWRA events. Collin got caught up in a multi-car wreck at the start of the feature, ending his night early. It was good to see Collin and his Dad Randy once again.

It was also nice to chat with the Schuyler family. Dylan races normally at Jefferson but

Post Season Specials

Austin Nason picked up a Super Late win Saturday and the Big 8 main event Sunday at Rockford's National Short Track Championship

Doug Hornickel photo



decided to try some post season stuff at other tracks. His Dad, Ron, raced for many years at various tracks in the 1960's and 1970's, but quit when Dylan was born. Dylan has carried on the family legacy very well, and this family races with class.

Next up was the Granddaddy of them all, the one that started all of the post season specials, the 56th annual National Short Track Championships at the Rockford Speedway.

Friday night it all started off under sunny skies and pleasant temps. It was nice to see late model veteran Russ Grossen racing here tonight. I don't recall seeing him race here before, so I asked how many times he had done so, to which he replied, "This is only the third time ever. Back about fifty years ago, I think in 2007 or so, and now. This just fit my schedule good this year, and I had some tires to run with here, the car is working pretty good, so why not?" Russ said that the car he raced here some fifty years ago was a Chevy II body on a '55 Chevy frame. "It was a pretty good car for it's time," Said Russ. Helping him in the pits tonight was another racing veteran, Gary Krueger.

Austin Nason won the "weekly warrior" late model feature over Josh Thiering, who ran a good race to finish second.

The Roadrunner class always puts on a good show and tonight was no exception, with Austin Fowler, Chad Lounsbury, Greg Batelli and Justin Wagner having a brutal battle with one another. Everyone in this division is used to tight battles and paint trading, so no hard feelings. Fowler got the job done and said it was a dream come true to win this event. It should be noted that Eric Bennett drove a

Hobby Stock action during the Midwest Championships at Dells Raceway Park

Jeff Taber photo



Going In Circles continued on page 6

Going In Circles continued from page 5

good race, finishing fourth, but up front all the time. He has really come on strong late in the season and looks good out there.

Rich Schinderling Jr. took the Bandit feature in a caution-free and trouble free event.

Kyle Stark looked dominant in winning the American Short Tracker feature, with Kelly Evink seemingly having nothing for him. Kyle has raced pretty much all over the place, and also raced a Badger Midget this season.

Visitor Matt Moore from the Tomah area took home the trophy in the Sixer division, jumping out to a huge lead at the start and cruising. Dakota Paris took home the track championship with smart driving all season long.

The weather forecast was for showers on and off all night. However, we only had a few raindrops at one point during the racing. On my way home after the races it rained harder.

Saturday the weather looked iffy at times, but once again we got the show in with no problem.

The Saturday show once again saw many drivers with plenty of seniority present. Many had not raced here in a very long time. The super lates ran two 45 lap features in honor of Rich Bickle Jr., who said that he was racing for the last time here after a storied career at the track. He started racing at Rockford in 1980 with a Nova bodied late model and has been a force to be reckoned with during his long career.

Among the 16 drivers invited to compete, were long time racers Larry Schuler, Tony Strupp and Al Schill. It was a treat to see them racing once again along with all of the others.

Austin Nason won the first feature with Bickle taking the second one and the overall title.

Dennis Miller made a return to racing here in the 602 late models, looking like he never stepped away, when in fact, he noted that he had not raced for 21 years prior to this night.

It was nice to see Pete Moore racing here, also in the 602 late models. Pete told me that the last time he had raced here was probably about ten years ago in the old Re/Max series.

Another driver returning to Rockford was long time racer Steve Dobbratz. "Dobie" spent many years in late models, took some time off, and now is having some fun in a hobby stock car. He talked about how racing has changed so much, saying, "I remember my first car that I put together, It was a '73 Laguna that had the swivel bucket seats in it. I put some rollbars in it, heated up the springs and pretty much went racing. That car was a lot of fun." Dobie also said that he raced in the first two Bahama Brackets here, first with the Laguna, then with his Mid-Am car the next year. He figured that the last time he raced at Rockford was in 2013.

The hobby stock feature was a wild one, with Jimmy Robinson getting the win amongst controversy, which isn't really controversial when you realize that the rules for the event stated that if the yellow flies on



Tom Gille put together this fantastic looking replica of the 1981 Camaro raced by John Knaus. Tom proceeded to win the Vintage main event with the car at the National Short Track Championships at Rockford Speedway.

Jeff Taber photo

the last lap they go back to the previous lap scored.

George Sparkman was dominant tonight in the Midwest Dash series feature, with cars dropping out of the event like flies being swatted. Only seven cars were left running at the end.

The sportsman feature saw Robert Hansberry Jr. run side by side with Terrance Robinson for many laps until finally making the clean pass for the win late in the race.

The rain that was supposed to come all day finally came, once again, on my way home from the track.

On Sunday the Big 8 cars were the headliner, scheduled in a grueling 188 lap feature event. Austin Nason was the man to beat, as Jake Gille finished second, with Michael Bilderback taking third. The racing was a hard, grind-it-out affair, as you would expect. One of the drivers that quietly worked his way to the front was D.J. Smith. D.J. had to run the last chance race (which he won) to even make it into the feature, starting near the back. He avoided trouble which plagued others, drove a smart and clean race, and was up to fourth at the end. He is very good at these long races and has a bunch of patience to get it done. I think everyone agreed that it was a long, hot race.

Another veteran who was present for the first time here in ages was Jerry Eckhardt. Jerry had problems with his car on Saturday but loaded up and came back to the track with his other car on Sunday. At age 78, he was probably more determined than may fifty years his junior would be in making sure he

got to race. Was very nice to see Jerry racing here again.

The Mid-Am cars also ran, with Ron Vandermeir Jr. getting the win. He is a top dog anywhere, but seems especially suited to the Rockford high banks, as he has had much success here in the past.

The Super Cup cars were also on hand, with eleven-year-old Brandyn Wind getting the victory.

Two weeks later and it was back to Rockford once again, this time for my favorite post season show of all, the annual Bahama Bracket Nationals. It is hard to believe, but this year marked the 30th annual show. I do believe that I have been to every one of them.

That makes me wonder if any of the people racing have been to every one of them. I talked with veteran racer Rick Wilson, who told me that he was close, saying, "We missed the first one. Winchester was running on that date and we went there. Since that time, I have raced in every one of them." He has seen much success in the event, winning it six times after being first to the checkers again this weekend in the AAAA bracket. His car? A 1975-6 Chevelle, that has done well. "The first twelve years we had a different car that we used here, but since that time it has been this same car. I have made a lot of money

Going In Circles continued on page 7

Going In Circles continued from page 6

with this car,” said Rick, smiling.

Racing in his very first brackets event was young Dillon Mackesy. Dillon’s Dad is Wayne, who raced for many years himself in central Wisconsin. In fact, the car that Dillon raced in this event was the one Wayne raced for many years in various divisions, most often in Bombers/Street Stock/Sportsman classes. “This car was just sitting in the yard, and we thought we would put it back together for this event,” said Wayne. “This car has been around a long time. I think it was probably built back in the early 1990’s. Randy Buchberger had it, one of the Will brothers, A.J. Kania had it, it’s been around the track a lot. I raced it quite a bit and was the last driver of it. We just put it together using whatever stuff we already had. I told Dillon that I was not going to buy new stuff for it when we have lots of stuff laying around already.” The car looked very sharp, and Dillon was leading a qualifier until mechanical woes put an end to his day. He had never even seen the track before arriving to race. Dillon is one of the top competitors in super lates at central Wisconsin tracks such as Marshfield and State Park Speedway. He is going to be one to watch in the future, and experiences at tracks such as Rockford will only help him.

Tom Gille brought his beautiful vintage car, a replica of John Knaus’ car from 1981. “I worked with John on a car like this at that time. We went all over with it and had fun. It was a great experience, and I wanted to recreate the exact look,” said Tom. I think he did a great job at that. The car survived the weekend without incident, and he won the A bracket feature. An interesting fact Tom told me was that this car has the hubs and rotors off of the original car, as they had been saved all of these years.

Jack Williams was racing one of the few actual dirt modifieds on hand to race this weekend. He

normally races at the Spoon River Speedway down by Peoria, Illinois, and says that he grew up around there and the family was friends with the owner, who Jack is so close to that he calls his uncle. Jack noted that he didn’t change his driving style too much. Racing on the dirt, it would be hard to change over to an asphalt style of racing. Anyway, it was fun to watch Jack race, and it was great that he showed up with his car.

One of the best races on Saturday night was a qualifier in the AAAA bracket, which also happened to be one of the last races run on a long, and cold night. Many had already left for warmer places, but those of us who hung around saw it. It came down to Rodger Stephenson who was racing a six-cylinder car from Jefferson Speedway. Jefferson is the only track around that allows some modifications to their six-cylinder class of cars, which makes them a couple steps ahead of everyone else’s Sixer division, who are mostly stock. His car is fast and he drives it well. Enter John Dietrich III. John races a big Monte Carlo in the street stock division on the dirt at Sycamore Speedway. Stephenson led the race, but Dietrich reeled him in. Repeatedly getting up to the door and beyond of Stephenson’s car, he could have drilled him, moved him, or any other kind of aggressive driving to get the win, but he didn’t. Stephenson could have blocked him or chopped him off but didn’t. Just two good drivers going at it, cleanly, lap after lap. Stephenson took the win by inches, but there were no losers here. This is how it is done, but few saw it.

Speaking of the Dietrich family, it gets kind of confusing, because John races with his Father, also named John, and they both have nearly identical black and silver cars with bright green #50’s on them. The elder Dietrich says that there are differences, one is a bit louder, and one is a bit prettier. John III says that quite a few people complain about not being able to tell the cars apart, so he might change his up for next year. It’s actually kind of cool! They do a great job of racing and are a pleasure to watch.

Vaughn Lesko has raced this event for several

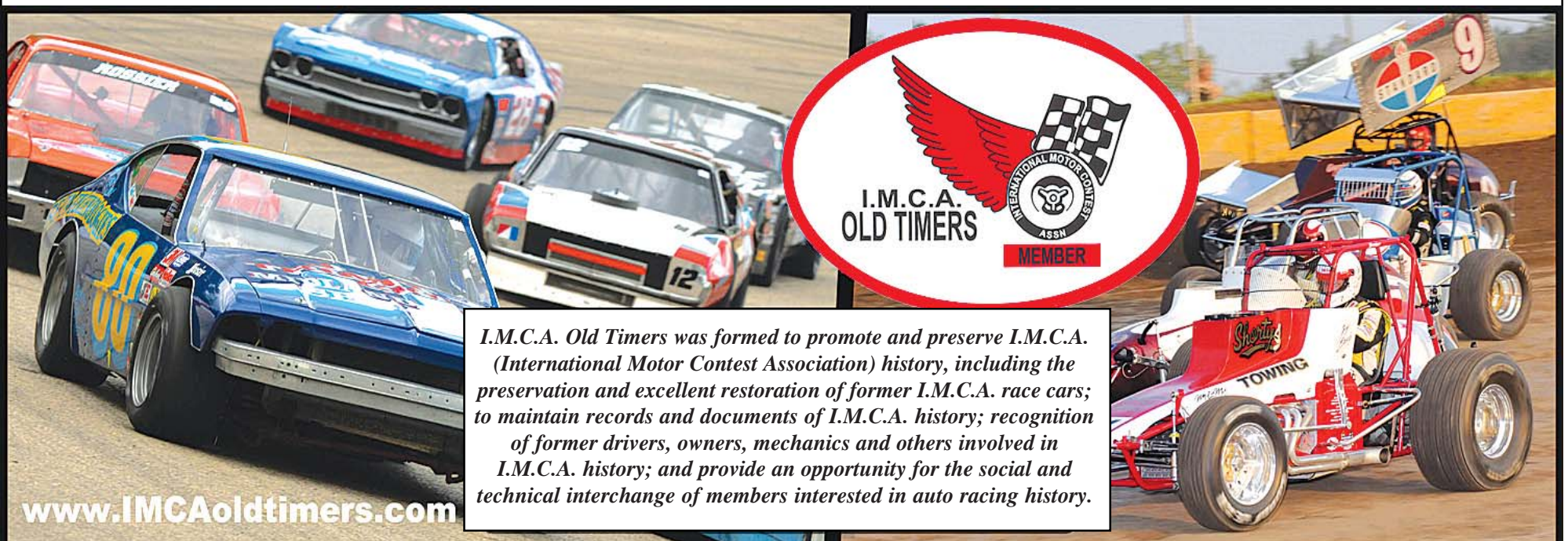
years and won a bracket one year. He had formerly raced at the Lake Geneva Raceway, but found himself without a track after that track closed at the end of the 2006 season. He bounced around a bit for awhile, saying, “I raced Jefferson a couple of times, and got a chance to race at the Milwaukee Mile one time, as they had something for our cars there, and that was pretty cool. But we started coming here for the brackets and had so much fun. Now, I am getting closer to retiring from racing, but I still like to do it, so I come here to the brackets once a year and it scratches my racing itch.” His car is the same one he raced for years at ‘Geneva, and while most body parts have been changed, the rear bumper cover is the same as back then. The car looks just the same, too. A real neat throwback to those of us who remember that track.

Some people had some bad luck for the weekend. Last year’s BB bracket winner Brandon Johnson had a multitude of problems and packed it in early. Jeremy Clement brought a modified that he had just bought, but had it catch fire from an electrical short and never go to race. Don Ciano borrowed my trailer to race his Roadrunner style car but had a bad oil leak surface and parked it.

The winners were Tom Gille in the A bracket, Iowa’s Jim Hanson in the AA bracket, Michael Gerike in the AAA bracket, and Rick Wilson in the AAAA bracket.

The four cylinders were split into two brackets, and the faster B class cars put on quite a show, with Nick Cina Jr. emerging the winner, with Nick Schneider, Kyle Royster, and Cameron Maty all right there. The BB bracket winner was Schneider, who raced three cars for the weekend.

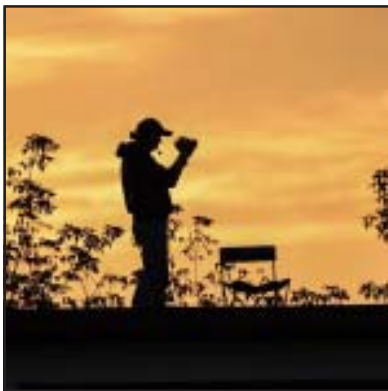
Overall, a very fun weekend once again.



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Dangerous Dan



Dan Margetta

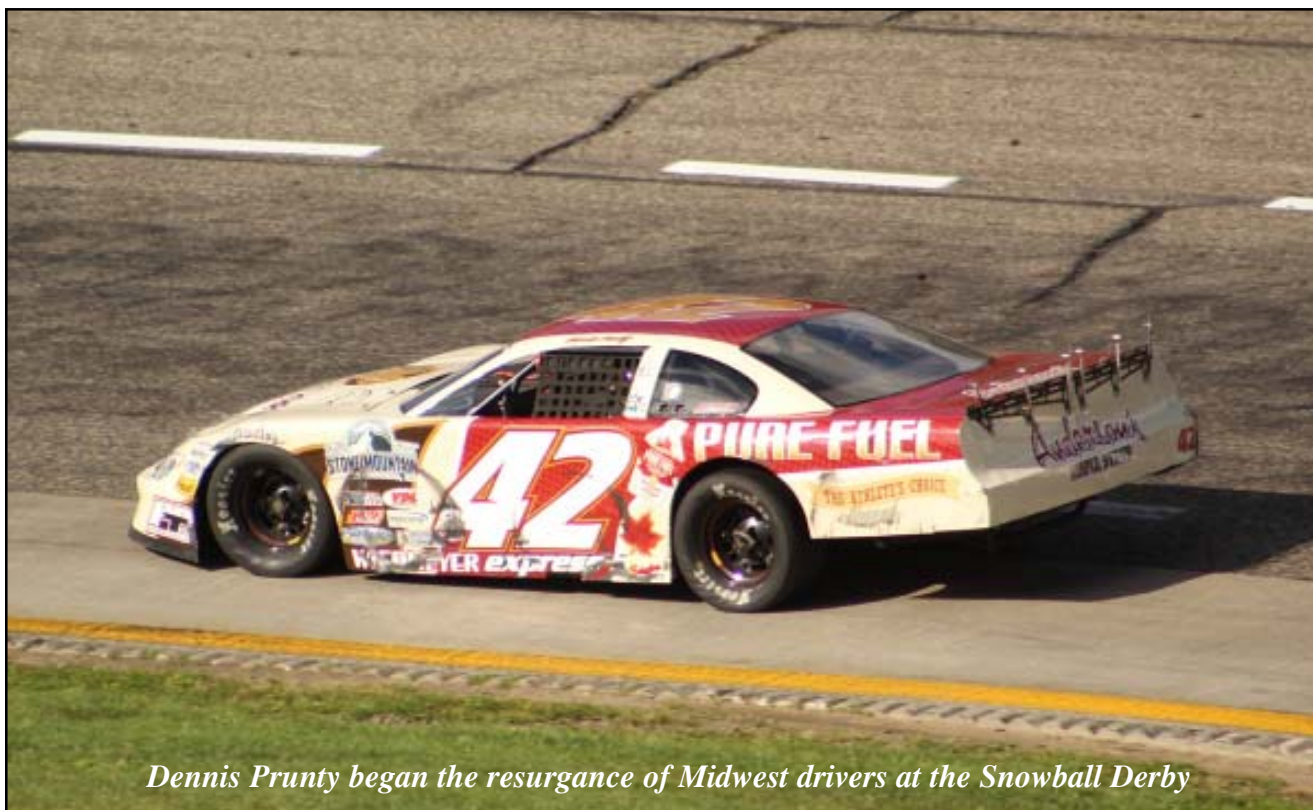
It was about this time twelve years ago in 2009, I got invited to a year-end race party at a small-town bar and grill in Knowles, Wisconsin which is the kind of town that doesn't show up in your GPS and when you pass the welcome sign it reads Population: Not Many. The festivities were for Dennis Prunty to celebrate his second place finish in the Slinger Speedway standings and honestly I thought it was cool I actually got invited so I went. As I made my way to the bar to congratulate Dennis and thank him for the invite, he told me since he was number 42, he thought it would be fun to run the 42nd Snowball Derby in Pensacola and he decided to do it. I really thought, "man this guy has had a lot to drink" but appreciated the ambition and ultimately ended up giving him \$100 for the trip with I'll admit a somewhat sarcastic "Go get 'em." The Snowball Derby has always been a

prestigious end of the season race and in the late eighties and nineties, Wisconsin drivers made the trip down and fared well with Ted Musgrave (I know he's from Illinois but he lived in Wisconsin) winning in 1988 and Rich Bickle winning in 1990, 1991, 1996, 1998, and 1999. Bickle still has the most wins in the event. But during the 2000's guys from the Midwest stopped going to the Snowball for various reasons and a feeling of not being able to compete with the Southern crowd had crept in. So, Dennis took off with his young daughter as his only "crew member" to see what he could do and as we all followed along with the internet coverage of the practices, it was exciting to have someone to cheer for from up here again. I remember watching qualifying on the internet and about spitting my drink when he qualified 12th and locked himself into the show. The rest of the Prunty family scrambled to make the long drive down to crew the car for race day. With 50-laps to go in the 2009 Snowball Derby Dennis Prunty was leading and had the fastest car on the track and it turned a lot of heads up here. Eventually a late cau-

tion, pit stops, and a part failure on the final lap led to a smoking, sliding, 14th place finish while Kyle Busch won. That began a resurgence of Midwest drivers once again traveling to the Snowball Derby as it sort of proved they can run with the best in the country. Prunty made several more trips to the Snowball and I



Rick Bickle has 5 wins in the Snowball Derby



Dennis Prunty began the resurgence of Midwest drivers at the Snowball Derby

actually went with the team for my one and only Snowball Derby in 2011.

Quick side story...we were lined up next to Chase Elliott, who won that year in a photo finish over D.J. Vanderley, and the race still had live pit stops then so on race day, here comes Jeff Gordon's NASCAR Cup pit crew to pit Chase's car and I just remember thinking "What are we racing against?" Anyways, Bill Elliott was there and since there was really no internet reception available, I did our radio show the old-fashioned way, on my cellphone. Bill was on the show and used my phone for the interview. When he was done, he began walking away and still had my phone. I followed him and he began to walk faster until finally I had to declare, I didn't need an autograph, I just wanted my phone back and it was kind of a funny moment.

Alright back to the point of the column, which is Midwest drivers can be competitive in the prestigious Snowball Derby and it is refreshing to see so many of them giving it a shot. Ty Majeski won last year and brought the Tom Dawson trophy to Wisconsin after coming so close for several years while John DeAngelis Jr. has had some strong runs lately as well. Majeski, the 2021 ARCA Midwest Tour champion, will be back to defend his title at the Snowball Derby

Dangerous Dan continued on page 9

Dangerous Dan continued from page 8

and DeAngelis has some momentum this year after winning the Falloween 150 race at Dells Raceway Park. Rich Bickle will be back again in what will be the final race in his 45-year illustrious career and I think Oktoberfest 200 winner Casey Johnson is planning another go at it after his inaugural attempt last year. Jeff Storm is planning on making his first attempt at the Snowball after racing for several years in the Midwest. The incredible 2021 season for Luke Fenhaus will wrap up with his first attempt at the Snowball Derby. Fenhaus is the 2021 Slinger Speedway super late model champion and has already won the Slinger Nationals and Alive for Five Series titles this year. He also currently leads the Kulwicki Driver Development Program standings and gained a huge following with this runner-up finish in the Slinger SRX Series race.

The Snowball Derby has grown tremendously over the years and now attracts national attention as the best super late model drivers in the nation converge on Five Flags Speedway in Pensacola the first weekend in December. Numerous NASCAR drivers have expressed interest in running the race as well and Kyle Busch, Chase Elliott, Erik Jones, John Hunter Nemechek, and Noah Gragson are just some of the current NASCAR stars who have won the race. As fans in the Midwest, we need to support the contingent of drivers from up here who are making the trip for the race. It's a huge effort for these guys to get there and it's definitely very expensive so if you get the opportunity to pick up some merchandise or take part in any fundraising efforts where you may get your name on a car for a small contribution, give it a thought and if you can, help them out. I'll admit, when I've taken part in things like that it is pretty cool to see your name on the decklid of a car in THE Snowball Derby, and the way things are going this year, you may even see your name on the car in victory lane.

While I won't be able to attend the Snowball Derby in person this year, I guarantee I'll follow along with the internet broadcast once those details are released. My 2021 racing season will wrap up with the NASCAR championship weekend in Phoenix and my 2022 racing season will kick off with a return to Speedweeks in Florida in February.



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Chatty Madi



Madeline Schultz

With the sprint car racing season wrapped up for 2021, fans are left with excitement and counting down the days until the 2022 season in April. With Jake Blackhurst in the Rhine Auto 39 claiming the Bumper to Bumper IRA championship for the season and Travis Arenz in the Professional Plating Inc. 25T claiming both the 360 MSA Sprint Car series title and the Kristine Hartmann Pleasant View Realty Plymouth Dirt Track Sprint Cars point championship.

Starting with our highlights of ‘young guns’, 16 year old Katelyn Krebsbach fought hard this season to take the MSA Rookie of the Year title and at the Plymouth Dirt Track. This was her first year in her red and white 08 Sprint Car and she looks forward to more laps next year in the 2022 season.

I’d also like to talk about Jack Vanderboom out of Dousman, WI. Vanderboom has had a total of 12 years in his seat and 2021 was his 3rd year in the 360 Sprint Car. His



Jack Vanderboom in victory lane
(Emily Schwanke photo)

Young Guns on the Radar

season left the Wisconsin sprint car racing world scratching their heads wondering what’s in-store for the 2022 season with the 18 year old speeding bullet with two trips to victory lane already under his belt. His two victories makes Vanderboom the first of his 2019 rookie class to park it in a Victory Lane. Vanderboom also picked up the 2021 “Most Improved Driver Award” at this year’s Plymouth Dirt Track Awards Ceremony.

With Vanderboom being the first of the 12 racers in his 2019 rookie class to get his photo in a victory lane, he isn’t the only one to be knocking on the door. Tyler Tischendorf also was close to picking up his first checkered

in the ranks and following in his footsteps. He said, “It is a great feeling to have Tyler follow in my footsteps in racing Sprint Cars. His first win is just around the corner.” He then said, “It is even a greater feeling having Sydney, his sister, wrenching on his car.”

Along with our younger generations progressing through the MSA 360 Sprint world, we are seeing some of the younger drivers grab some seat time with the Bumper to Bumper IRA 410 Outlaw Sprint Car series. These drivers consist of Preston Ruh of Elkhart Lake, the Wondra family out of Campbellsport, Austin Hartmann of Sheboygan Falls, and some drivers I mentioned before. Tyler Tischendorf and

Tyler Davis fought against the 410’s with their 360 Sprints. Along with this, ‘Fast Jack’ Vanderboom strapped in for the first time in the U2 410 Outlaw Sprint Car. All of these racers gained experience and seat time and left us to think, what do these drivers have up their sleeves for the 2022 season? Are any of them moving up to battle for the 2022 Rookie of the Year title with the Bumper to Bumper IRA Sprints? Any of the rookies in the racing world need to be on the fan’s radar. I have a feeling that 2022 will provide excellent racing from these young stars along with the return of the defending champions in 2021. Watch out for the upcoming schedule



Tyler Tischendorf in action
(Emily Schwanke photo)

flag of the year at Plymouth Dirt Track. Tischendorf battled with not only the 2021 track champion of Travis Arenz, but also the 2020 track champion Brandon McMullen. Tischendorf held off top competitors for more than half the race to put on a great show and put a podium finish under his belt.

Along with Plymouth Dirt Track providing some excellent racing for the class of younger generation of racers, the young stars also showed out when the MSA Sprints went to Angell Park in Sun Prairie, WI and Beaver Dam Raceway in Beaver Dam Wisconsin. Tyler Davis, the 19-

year-old third-year 360 Sprint Car driver from Franklin, WI raced his Badger Steel USA 68T. At both tracks, Davis competed well, qualifying fast for both and battling door-to-door with top competitors for the win. Taking a deeper look at Angell Park Speedway, he was the overall fast qualifier and finished 4th overall in the feature that night after having almost a full straightaway lead over Tim Haddy on a rubbered track. After the dust had cleared, Davis finished 4th making it his MSA career-best finish. I got the opportunity to talk to his father, Kurt Daivs, about seeing his son move up

announcements on the MSA Sprints Facebook, IRA Facebook, and Chatty Madi Racing News brought to you by Professional Plating Inc.



Preston Ruh's 2021 ride
(Madeline Schultz photo)



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THE MIDWEST RACING CONNECTION

Photo Gallery



Cartoonist Robert Summers (Race Car Heart) picked up a win this year
Summers Family photo



Jesse Redetzke topped all Wisconsin drivers this year with 19 main event wins
Dan Plan photo



High flying action at ERX Motorsports Park
Jerry Winker photo



DeAngelis and Zehr thrilled the fans at the Dells, Johnny D picked up the win
Ryan Nuttleman photo



Casey Johnson won the 52nd annual Oktoberfest 200 at LaCrosse
Bruce Nuttleman photo



Pat Doar closed out his season with wins at Ogilvie and Superior
Brewster Baker photo

THE MIDWEST RACING CONNECTION

Photo Gallery



Adam Ayotte picked up the Modified Dash title at Cedar Lake Speedway
Dan Plan photo



Tom Reffner, Rich Bickle and Wayne Lensing with the Trickle helmet at DRP
Jeff Taber photo



The "big one" during the Falloween UMA 602 main event
Jeff Taber photo



UMA 602 Late Model Rookie Tom Carlson picked up the Falloween win
Brewster Baker photo



Luke Fenhaus picked up the 2021 Alive for Five championship
Brewster Baker photo



Travis Pastrana in action at ERX Motorsports Park
Jerry Winker photo

Career Season



Jeff Taber photo



Dan Plan photo

Tristan Swanson started off his rookie season in The Midwest Truck Series by picking up a win in his second start back in May at Madison International Speedway. Over the rest of the season, Tristan picked up a few more wins and capped off the season with a win at Dells Raceway Park. The Dells win allowed Swanson to seal the point championship and rookie of the year honors with The Midwest Trucks.

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Talkin' Racin' with Jason



Jason D. Searcy

The previous couple years have been a challenging time for fans up here in the North because some of our favorite motorsports events have been cancelled or never even scheduled. For example, the Minnesota Mile flat track motorcycle event at Canterbury Park this autumn was not held, Monster Jam and the Supercross events at US Bank Stadium never happened last year. It looks as if Trans Am will not be returning to Brainerd International Raceway again after a poor turnout of drivers this past summer.

Iowa Speedway cancelled their NASCAR events in 2020 and they only had one race in the summer of '21 and that was an ARCA event. Good news is that Indycar is partnering with Hy-Vee to bring back racing to Iowa Speedway for a double-header Saturday and Sunday July 23-24 2022.

Monster Jam will be returning to US Bank

stadium Saturday and Sunday Feb 12-13 2022 and AMA Supercross will be at US Bank stadium Saturday Feb 19th 2022.

The AMSOIL Championship snocross will be back in MN January 7 & 8 at Canterbury Park and at ERX in Elk River on March 4 & 5th 2022.

In other positive news for race fans a new series debuted in our area in October, the Nitro Energy Rallycross event was held at ERX Motor park in Elk River (MN). Nitro Rallycross is a blend of numerous forms of racing all mixed together. It's road course racing but on dirt. It's lightweight cars with 500 plus horsepower 4 cyl cars with all wheel drive that are flying through the air over huge jumps. A combination of speed and finesse with long straightaways and hairpin turns plus elevation changes that help the crowd actually see what is going on.

This October event was at ERX just off of 169 North of Elk River, they had a dozen or so food trucks, the pits were open for any spectator to observe the crews working on the cars and there was bleacher style seating and open areas for fans to bring a blanket or lawn chair. The crowd was younger than what I usually see at our local short tracks causing my non-tattooed body to feel a little out of place. There were huge displays from energy drink companies and tire and car manufacturers reminding me of the NASCAR concourse type vibe.

Action sport athletes were all over the leaderboard, Brian Deegan (Halie's Dad) and Tanner Foust from Top Gear battled for the win in the side-by-side division. Former IndyCar star and current NASCAR Xfinity series driver Sage Karam won the Nitro RX Next division, he dropped from the front row to seventh on the first lap and then led a furious

charge to the front. Karam had nothing but good things to say about ERX, "this is an amazing track, seriously one of the most rad tracks I've ever driven in a rally car," said Karam "it's designed for cars like this, as of today, this is my favorite facility I've gone to."

Racing Icon Scott Speed, who has raced in F1, Indycar, NASCAR and nearly won a SRX series race this summer, won the Nitro Supercars final at ERX. He edged his Subaru teammate and action sports



Jerry Winker photo

legend Travis Pastrana but they both celebrated after the race as a group of fans and crew members all gathered around a temporary victory lane setup. In all the years that I've covered motorsports I can't remember a more joyous post-race celebration, smiles and a somewhat rockus atmosphere was around. Pastrana encouraged Scott Speed to have "the Boot," a somewhat untraditional post race celebration alcoholic drink slurped out of his shoe, but when he was told Speed doesn't drink alcohol he ran through the crowd to find an energy drink. People were laughing and joking and Pastrana mentioned that he was in danger of missing his 630pm flight out of MSP because of the celebration.

"I don't do it for the trophy," said Speed in an exclusive Midwest Racing Connection interview "it's a challenge for me, it's personal growth, it's being able to work with such an amazing team, that is what I do it for, we have a team with tons of passion, it makes it so easy and fun to do what we are doing."

Scott Speed has had a long and successful motorsports career and he has adapted to the challenge of Rally Cars quickly. "It's such a different feeling to have jumps," said Speed. "These jumps are basically like corners, you take them like corners, you have to slow down for them a little bit, if you overdrive the corner you go too far, if you underdrive the corner, you are slow. There is no place around this track where you're not doing anything, it's either you are calculating speed for a jump or you are calculating speed for a corner, I love how intense the focus is."

Speed was very impressed by how well the event went. "This facility is mind blowing, the Carlson family puts so much effort into this race and making the track what it was," said Speed "I'm so glad the race was so amazing this weekend because they put so much effort into it."

In an era where numerous motorsports facilities have closed, It's nice to see a new facility having success and it is a good sign that new advertisers and promoters are making their way up North again. If Nitro Rallycross is any indication of future events then things look to be heading in the right direction for us race fans.



Jerry Winker photo

Racing Nuggets



PJ "Jacklyn" Nuttleman

My life lately has been strange lately. I feel like I've been straddling two worlds, but I'm definitely moving more toward one of them and it feels good. I started studying Spiritual Direction last year. It has given me a better lens to view the world. I talk less (I know—crazy, right?!) And I listen more. It's been life-changing.

Don't get me wrong; I still cuss occasionally and my mind still wanders into the gutter, but overall my whole approach to life feels more relaxed and positive. This ability to listen better and search for the good in others has been a real game-changer. It's been especially helpful in my marriage.

Anyone who has followed short-track racing around the Midwest is surely aware that Toby Nuttleman has a VERY singular focus. It can be challenging sometimes being married to him. Racing and race cars are always on his mind. I'm not kidding you. We've been in the throes of passion before and he got a "vision" for something he wanted to try on the race car.

I have quietly taken some credit for many of Ty Majeski's wins over the years.

But probably one of the more incredible things that I've experienced since starting this spiritual journey is that Toby has been picking up on things himself and starting to implement them in his life too. Granted, I sometimes need to nudge a little—but he still has what I perceive as a more open mind on things these days. It helps when we both



Attitude of Gratitude

come at it from a desire to help the other be better in all we do.

Toby actually prayed for a successful Oktoberfest Race Weekend. I was astounded when he shared that with me. He said he knows he doesn't do that much, but he has been trying to plug into that world more since I've been getting involved in Spiritual Direction. There's something incredibly powerful when two people are growing in the same direction in their relationship.

When you open your eyes to that world, things become more obvious to you. I was walking along the 1/4-mile track on Sunday, while the pre-race festivities were getting set up. I saw the Chaplain to the racing community, Todd Christopherson sitting on the wall. I smiled at him and hesitated. I wanted to talk to him, but for whatever reason, I paused. I don't even know why I paused. I've never been shy about talking to anyone.

In that momentary pause, Todd invited me to sit beside him and chat. I smiled, sat, and got to know more about his story; how it was his wife who basically introduced him to racing. And how his mission to connect with the racing community actually wasn't originally focused on the racers, but the fans in the stands.

Todd's story is one that deserves an entire column—and I plan to write it. This particular Oktoberfest Race Weekend, he was the God Wink that I needed for reassurance that I'm moving closer to the right path for my purpose in life. After we had a great talk, I wandered out onto the front stretch, where the cars were getting lined up for the Fan Autograph Session.

I had a hard time moving more than two feet before bumping into someone I hadn't seen in a long time. Isn't that one of the most wonderful parts about Oktoberfest Race Weekend? You get to see people who you haven't seen in a while and you're able to pick up right where you left off with them! This is what the Racing Family is all about. Eventually, I parked myself by Toby and smiled as his brother; Steve showed up and started to catch up with his big brother. There are five Nuttleman brothers. Three have been involved in racing. The two who do not drive, build, or photograph race cars have always been supportive of the others' efforts and talents.

My heart was overflowing. Two of Toby's daughters were there, along with two grandchildren, as well as one on the way in the belly of his youngest daughter. I sat there looking at them all with a goofy grin on my face. Even Toby was smiling, which is something very rare prior to a big race starting.

Toby had a lot to smile about, family aside. Majeski broke the track record and set fast time for the ARCA Midwest Tour event, and he accepted the Ultimate Challenge to start at the rear of the field. If he won, he would collect an additional \$15,000 put up by sponsors and fans.

The car was good. Majeski moved it up to P3 by the first controlled caution near the halfway point of the 200 lap race. Leader, Casey Johnson pitted. Johnny Sauter (P2) and Majeski opted to stay out. The rest of the field for the most part decided to follow Johnson into the pits.

A long green flag run followed. Sauter and Majeski both ended up going a lap down on their old tires. When the next caution came, Majeski was able to pit and he was the first car a lap down, so he got the "Lucky Dog," putting him back on the lead lap.

For the restart, in accordance to the rules for this

race—he had to start at the tail of the longest line. This meant that he had to start behind cars that were all lap(s) down, despite being moved back to the lead lap.

It is what it is. And what it was—was a great show; watching Majeski move through the field, with laps winding down and time running out created tremendous drama. He was coming—but not fast enough. He wound up getting to P2, unable to close the gap for a shot at Johnson, who grabbed the checkered flag in front of a loudly cheering crowd.

Did I like to see Toby's team lose? Nope. But it WAS an incredible show—and they were the team putting it on coming from the back TWICE. Did that make Toby feel better? Hell. No.

I know better than to try to be Pollyanna or Susie Sunshine right after a race they lost. I do however, snap photos. These are intense emotional moments that are worthy of documenting. The dejection was thick. Of course, they were beyond disappointed.

And yet at the same time, how can your heart not soar looking at the three excited little girls who just watched their



daddy win the biggest race of his career? Casey Johnson scored his 100th career win that Sunday. His youngest daughter nearly peed her pants with delight over his victory.

I felt happiness for them. I don't know how anyone couldn't. This was the kind of stuff that would cause The Grinch's heart to grow three times its size. It was definitely a popular win.

And what about Toby's prayer for a successful Oktoberfest Race Weekend? It was answered, despite not ending exactly the way he wanted.

The car that he built over last winter, which showed up early in 2021 looking like a real turd, causing him great embarrassment ended the season strong. That car with Majeski behind the wheel flexed some serious muscle during Fest: Broke two track records—setting two fast times, won the Trickle 99, passed more cars than anyone on Sunday during the main event, putting on an incredible show, and ultimately—their fifth ARCA Midwest Tour Championship!

Our plan and definition of success may not be what He intends. There is grace in finding smaller victories in the grand scheme. Toby prayed for a successful Oktoberfest Race Weekend. He got that. And so did Casey Johnson and team.

There is great power when you shift your mind to an attitude of gratitude.

New Dirt



Jacy Norgaard

The checkered flag flew at Eldora Speedway for Jonathan Davenport. He had done what countless other Late Model Drivers hadn't been able to do in 2021, beat Brandon Overton at The House That Earl Built. Davenport pulled into victory lane and began to celebrate. He then asked for someone to capture an image from behind victory lane. I think he wanted a photograph to show the view that he had. 25,000 or so fans packed into the stands cheering him on and celebrating his success. I climbed a ladder behind victory lane and snapped off a couple photos. Descending the ladder, I thought about how cool that moment was. The biggest dirt track race at the best track and I got a view that no one else had. I made my way back to the Media Center and edited some photos. After uploading my photos to DIRTcar I

packed my gear up and headed for the parking lot and back to the hotel.

Waking up the next morning I headed for home. For the first time in my life the navigation on my car said South instead of North. Minnesota was in the rearview and North Carolina was off in the distance. My girlfriend and I had talked for quite some time last year about moving to North Carolina and trying to make it in Motorsports. But could we ever really leave Minnesota? The turning point for me was coming home from Florida in February. It was 65 degrees when we boarded the plane in Orlando and -25 when

we landed in Minneapolis. We spent the spring and summer planning the details of our move and located a house on a trip to the area with the World of Outlaws. The plan was set for me to move after Eldora and Mikayla to come in October.

Thankfully I can work completely remote for my full-time job. Thus, allowing me to move down to North Carolina without much hassle. A year ago, I never would've envisioned moving here to the Motorsports capital of the world. I never thought my work could take me places or land me opportunities. I grew up at Minnesota racetracks and made a name for myself on clay ovals up and down the Highways and Interstates of the North Star State. But I faced a choice. Continue to travel great distances to race-tracks all around the country from Minnesota or be right in the heart of it. Racing on a local and regional level is thriving in the Midwest. You can't drive more than 100 miles from my home and not run into at least a dozen race tracks. The one thing missing are the opportunities to make it to another level. NASCAR is nonexistent in Minnesota. There are very few professional race teams that call Minnesota or the Midwest home. North Carolina is another story. The center for motorsports is here. The opportunities are all here.

I'm not sure where this crazy journey will take me or where I may end up. I'll still be working with the World of Outlaws Late Model Series and DIRTcar but will use off weekends to try my hand at some other forms of racing. The first ever racetrack I saw was Raceway Park. Every Sunday night for as long as I can remember was spent there. Like others I miss that place dearly. I love dirt track racing, but there are 10 asphalt racetracks in North Carolina alone (not counting any NASCAR tracks). And

Chasing Dreams



Jacy Norgaard photo



Jacy Norgaard photo

New Dirt continued on page 18



Jacy Norgaard photo

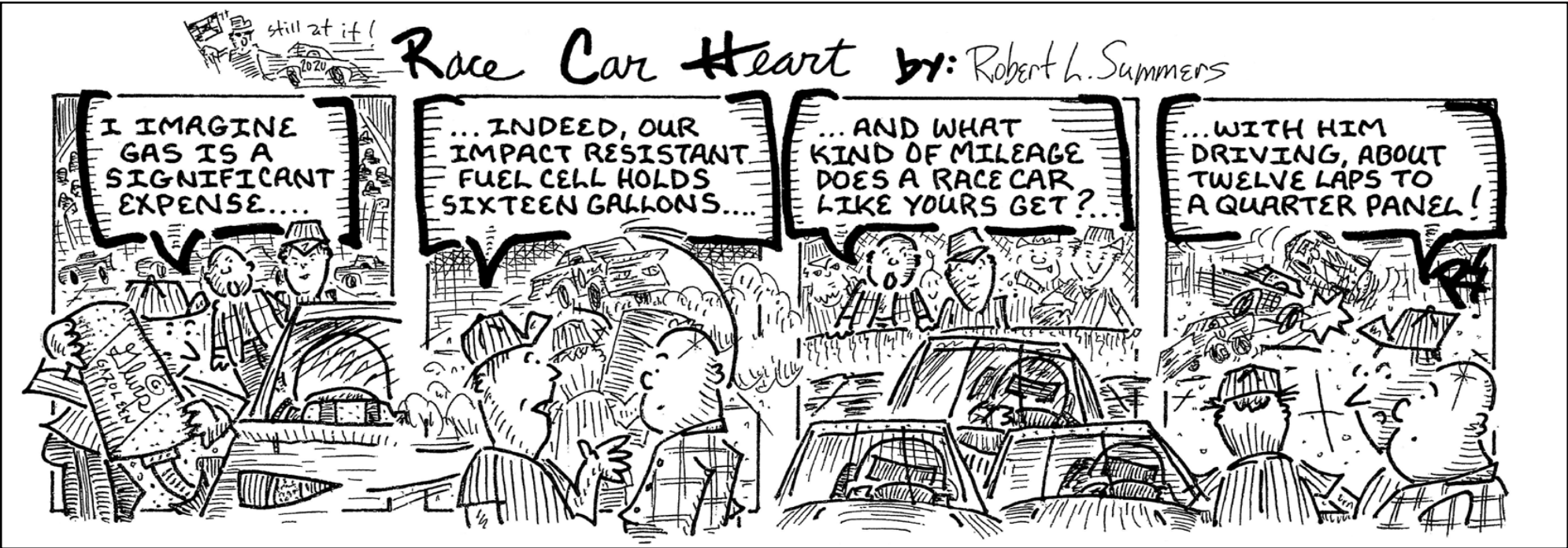
New Dirt continued from page 17

countless others in South Carolina, Georgia, and Virginia. Many of these places are the breeding grounds for the next super stars of NASCAR. I plan to utilize this column to highlight my journey and track my progress as I try to make it to whatever the next step may be. And I want all of you to come along for

the ride. I hope my decision will inspire others to chase their dreams. I hope I can provide some insight and a pathway for others who want to try and make it in motorsports.

No matter what my Zip Code is or how warm it will be in December, Minnesota and the Midwest will always be my home. It will always be the place that gave me the love for this industry and this sport. I'm

looking forward to sharing stories and details from all over my new area and providing inspiration to all. You get one race in your lifetime. I've got a home-built car, ambitious goals, and a desire to get to the front. I don't know how we go from Cedar Lake Speedway to Charlotte Motor Speedway, but I have a feeling that someday soon we're going to find out.



Racing History



Dale P. Danielski

If Sam Bartus had any doubts about how popular stock car racing would be at his new Griffith Park Speedway, they were quickly dispelled as car counts continued to grow and crowds came to the events in droves. What could possibly alter the upward trajectory of the sport in Central Wisconsin? As it turns out, the agreement between the landowners the track sat on, John and Auril Murgatroyd and Bartus.

It is interesting to note, that the Murgatroyd's were not race people. Their intent with the land was to put in a golf course and have a restaurant to serve Friday night fish among other things. Ultimately, they followed through with those plans, but in the meantime a gentleman approached them about constructing a racetrack on the west end of the property. Enter Sam Bartus, who had already done some race promoting with his Sam's Super Speedway an hour or so North of Griffith Park. According to the Murgatroyd's it was a natural amphitheater with a hillside surrounding a large level piece of ground at the base. It was thought it may have been used by Indians as their dancing ground, as numerous arrowheads were found there. For Bartus it was perfect for a racetrack.

The agreement between the two parties was that Bartus would pay a certain percentage of his race receipts each week. Bartus did quite well as noted, initially, but according to Auril Murgatroyd, "He was beginning to be short in his payments to us." Bartus had not been carrying insurance and had not finished the building that he had agreed upon, so the Murgatroyd's were forced to take him to court. The court battle became ugly, and a terrible experience for the Murgatroyd's. In Auril's words, "This man could talk people into most anything. He would rationalize his supposed losses with, 'the weather was bad, the crowd was small, expenses were too high' and other excuses with which he actually convinced the drivers. After one race he gave me a check that I knew was short. I tore it up in front of him because it was a

RACING RETURNS TO WISCONSIN RAPIDS, WI., FOR THE FIRST TIME IN FIVE YEARS. 1961 THE FIRST FULL SEASON OF RACING AT GRIFFITH PARK SPEEDWAY.

THE BEGINNING OF PAVEMENT RACING IN CENTRAL WISCONSIN PART 2

Popularity of racing explodes, but trouble on the horizon.

ridiculous amount! At the end of the third year, we took him to court again with minimal favorable results. We were stuck with him for that 4th year, but fortunately it was the last year of his lease. When the year ended, we were now the owners of a race track which meant another business for us to run."

Of course, with Sam Bartus being ousted from Griffith Park Speedway operation, he took offense and began promoting at other speedways. His viewpoint on the matter differed greatly from the Murgatroyd's. "I was doing pretty good, and the landlord, tried to get his fingers into it you know, seeing how good it was doing, tried to get it away from me. It was built on leased land, and I never should have done that, that was a mistake. He finally found a way to break the lease, so I was out. Being out of business there, I went to Wausau, where there was a vacant track, and I ran that for a year or two to compete with Griffith. I was upset I got beat out of the track and they had it for free, so I ran Wausau against them as competition." The Murgatroyd's however carried on and took the speedway operation very seriously. They made numerous physical improvements and also gained the race drivers confidence back with agreeing to insurance and purse pay-out terms. Things went reasonably well for a time but soon Sam Bartus laid plans to build the Ultra-high-banked, State of the Art Golden Sands Speedway in Plover, WI. Scheduled days of operation were directly against each other although off nights of operation were discussed between the two. Bartus solved that problem by vowing to pay bigger purses than Griffith attracting the bulk of the drivers in the area. The track was delayed in opening which could have been a saving grace for Griffith to get some shows in, but of the six attempts, everyone of them rained out! That proved to be the beginning of the end for Griffith, and even attempting a Friday race night didn't work as crowds dwindled and the track became shuttered by 1968. The Murgatroyd's did attempt to promote the track in Wausau for a couple years when that lease became available, but that was not successful, and their race promotion days came to an end.

Of course, issues for Bartus cropped up again with his Golden Sands Speedway in 1969, again with insurance, safety, and purse pay-outs. The drivers of the Central Wisconsin Racing Association boycotted the track and Griffith Park was briefly re-opened in July of 1969. Wis. Dells track promoter Howard

Johnson leased the track from the Murgatroyd's who still owned it. Of course, as these things go, Bartus decided to re-open his Golden Sands Speedway On Sunday night, August 10th, unsanctioned, which was directly against Griffith Park on the same night and had the CWRA group competing. A hand full of races were run at Griffith, with Sonny Immerfall, Don Rhoda, Jim Sauter, (2) John Brevik and Lyle Nabbefeldt taking the Feature wins. Nabbefeldt goes down as the last main event winner at the track defeating Tom Jensen and Dale Walworth on Sunday night, August 24th. An August 31st race was scheduled but was rained out. Agreements were reached for the 1970 season with Bartus for Golden Sands Speedway and with his enlarging the Oregon, WI., Capital Super Speedway to a full 1/2 mile and similar banking as the Plover track, it was the death knell for the flat Griffith Park Speedway.

Is there a moral to the story here? Not really, other than that tracks and promoters through the years have proven to be their own worst enemies and don't pay very close attention to history. Can you say spite me track?

Excerpts from the May 2010 Artifacts Newsletter of Wisconsin Rapids were used here. Special thanks as usual to Jim Cleveland for additional information. Thanks to Bob Bergeron for his photos and Gary Hall, the Central Wisconsin racing Historian.

In the 1961 season opener at Griffith Park Speedway, on Sunday, May 7th, it was Marlin Walbeck winning the Feature race over, D. Brandl, Herb Kurth, Don Ruder and Morrie Piotrowski...On Sunday, May 14th, 1961, it was Morrie Piotrowski winning the Feature race over Marlin Walbeck, Vern Piotrowski, Jere O'Day and Tom Reffner...On Sunday, September 17th, 1961 it was Sonny Immerfall closing out the Griffith Park Season with the Feature win. Immerfall was followed by Marlin Walbeck, Jack Smith, Ken Pancratz and Vern Piotrowski...On Sunday, May 20th, 1962, it was Marlin Walbeck winning his 3rd straight Feature at Griffith Park Speedway. Following Walbeck were Don Lewis, Lyle Nabbefeldt, Augie Winkleman and Morrie

Racing History continued on page 20

Racing History from page 19

Piotrowski...On Sunday, September 10th, 1962, it was Marlin Walbeck winning the Feature and season Championship at Griffith Park Speedway. Following Walbeck were Dick Trickle, Morrie Piotrowski, Vic Kopacz, Lyle Nabbefeldt and Dave Frogatt...On Sunday, May 5th, 1963, it was Ev Fox winning the opening Feature race at Griffith Park Speedway. Following Fox were Lyle Nabbefeldt, Dick Trickle, Marlin Walbeck, Ray Hoffman and Morrie Piotrowski...On Sunday, August 18th, 1963, the races were canceled at Griffith Park Speedway due to money demands by the race drivers...On Sunday, May 18th, 1964, it was Marlin Walbeck winning the season opening Feature at Griffith Park Speedway. Following Walbeck were Lyle Nabbefeldt, Ev Fox, Dave Marcis and Marv Marzofka...On Sunday, July 27th, 1964, it was Marv Marzofka setting a new qualifying record and winning the Feature race at Griffith Park Speedway. Marzofka was followed in the main by Jere Bredl, Ev Fox, Lyle Nabbefeldt and Ron

Waite...Sunday, September 5th, 1964, the season ended at Griffith Park Speedway, with Marv Marzofka winning the Feature race. Following Marzofka were Ev Fox, Les Katzner, Rich Somers and Jere Bredl...With the Murgatroyd's taking over promotional duties, it was Lyle Nabbefeldt winning the Feature race, Sunday, May 2nd, 1965, at Griffith Park Speedway. Following Nabbefeldt was Rich Somers, Ron Beyer, Ev Fox, and Morrie Piotrowski...On Sunday, June 8th, 1965 it was Ron Beyer winning the Feature race at Griffith Park Speedway. Following Beyer were Jim Back, Ev Fox, Lyle Nabbefeldt, Nelson Drinkwine and John Moquin...On Sunday, September 5th, 1965, it was Ev Fox winning the final Feature of the season at Griffith Park Speedway. Fox was followed by Dave Marcis, Lyle Nabbefeldt, Rich Somers and John Moquin...Saturday and Sunday, April 23, 24, saw two races launch the 1966 Griffith Park season. Dick Trickle won the Saturday Feature and was followed by Rich Somers, Marv Marzofka, Dave Marcis and Lyle Nabbefeldt. The Sunday Feature was won by Nabbefeldt, followed by Jim Back, Ron Beyer, Tom Reffner and Trickle...Sunday, September 17th,

1966, it was Dick Trickle winning the season Championship Feature race at Griffith Park Speedway. Following Trickle was Dave Fields, Ev Fox, and Bob Millis...Sunday, April 10th, 1967, it was Jere O'Day taking the season opening Feature race at Griffith Park Speedway. Following O'Day were Marv Marzofka, Jim Back, and Dick Trickle...On Sunday, June 11th, 1967, no races were held at Griffith Park Speedway, and canceled indefinitely due to a conflict...On Thursday, June 21st, 1967, Griffith Park Speedway re-opens after controversy with Dick Trickle winning the Feature. Following Trickle were Gordie Clay, Homer Spink, Jim Back and Marv Marzofka...Trickle wins 25th Feature of the season, September 1, 1967, in finale at Griffith Park Speedway. Following Trickle were Jim Back, Marlin Walbeck, Homer Spink, and Tom Reffner...Griffith Park Speedway was scheduled to Open, May 11th, 1968 with 1949-1957 Model Cars. Event was canceled because of lack of cars. No further results were found...
Questions, comments, opinions and other information welcome at dale@starmakermultimedia.com

Photos: The John Murgatroyd Corvair that featured the famous fin on the back that was used to shoot off a fireworks bomb to start the night's races. Most of the time it worked. #91, Marv Marzofka in the Library Bar car. Early, #30, Marlin Walbeck. Griffith Park as it appeared in 1997. It has since been buried. The Ridges Golf Course and Supper Club remain as of November, 2021 and continue to provide challenging golf and great fish. Ev Fox and his Moose Peterson ride. Early Jimbo Back.



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You've come a long way young man

By Dan Plan



Matt Plan photo



Kim Kemperman photo

I first met Dillon Sellner almost fifteen years ago. At the time, he was still racing BMX bikes at the track in Faribault, MN. Around this same time his dad (Mike) let him take his spectator drag car out one afternoon at the now shuttered Raceway Park in Shakopee, MN and he picked up the win. Fast forward to today and Dillon had a career season with 7 wins at 3 different tracks, the Thunder Car championship at Elko Speedway and the Area Sportsmen title at Oktoberfest.



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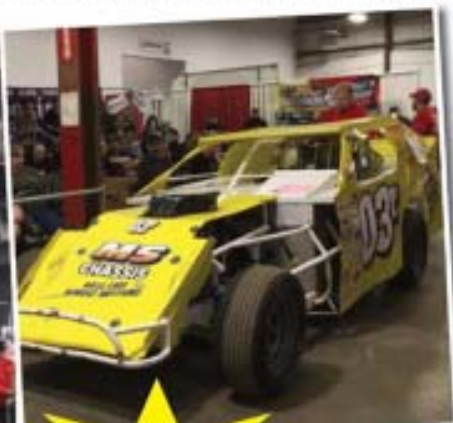
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