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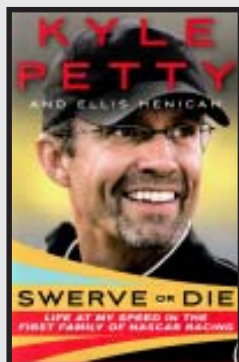
2023 Starts Off With A Bang!



Speedtalk Driver Of The Year

February 2023

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Podcasting With A Plan

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Publisher's Note
Racing According to Plan



Dan Plan

I had the opportunity to start my season off early again this year, and it did not have to include a plane flight to a Southern State. I made my first visit to The Chill Chaser Enduro at Tomah Sparta Speedway in Tomah, WI on New Years Day of 2023.

I had been to a couple of enduro events each year when Raceway Park in Shakopee was open and

**2023 starts off
with a bang!**

an occasional stop at the Rice County Fair. It had been a few years since I've attended an enduro. In the span of a few months I made it to 2 enduros by attending the Cedar Lake Enduro at the end of the 2022 season.

The enduros at Cedar Lake and Tomah had something I was not used to. A scoreboard showing who the leader was. This was something new to me. I can remember when they didn't announce who the leader was for fear of other competitors taking out the leader. These days the enduros have evolved to where they are more like a race, with both the Cedar Lake and Tomah enduros having tight battles for the lead after a 200-lap event.

The Chill Chaser at Tomah brought another first for me. The Tomah event was promoted by Matt Rowe's ISS Enduro Series. I'm used to seeing a Jam Car remove disabled cars from the track over the course of the event. The ISS rules call for the red flag to come out for disabled cars, the driver is removed and the disabled car is left on the track as an obstacle.

Publisher's Note continued on page 4





I.M.C.A. Old Timers was formed to promote and preserve I.M.C.A. (International Motor Contest Association) history, including the preservation and excellent restoration of former I.M.C.A. race cars; to maintain records and documents of I.M.C.A. history; recognition of former drivers, owners, mechanics and others involved in I.M.C.A. history; and provide an opportunity for the social and technical interchange of members interested in auto racing history.

www.IMCAoldtimers.com

Publishers note from page 3

Wow does that up the entertainment factor as driver’s bob & weave around the stalled cars. At one point a disabled car sat for many laps on the front straight. It eventually got piled into, but evidently the disabled car wasn’t in gear. The disabled car continued for another quarter of a lap before ending up in its new resting place.

Tomah was also the site of a spectacular roll-over by Davey Pennel. It had been quite some time since I had seen a roll-over like that on pavement. Davey walked away unharmed. Check out page 16 of this issue for a full roll-over sequence.

With the short attention span of people in general these days (myself included) a 2-hour enduro is just the right length for an event. At the end of the day for the Chill Chaser in Tomah Kyle Stark, Adam Hayden and Scott Blake were less than 1 second apart at the checkered flag. Stark held on for the win. I couldn’t think of a better way to spend New Years Day.



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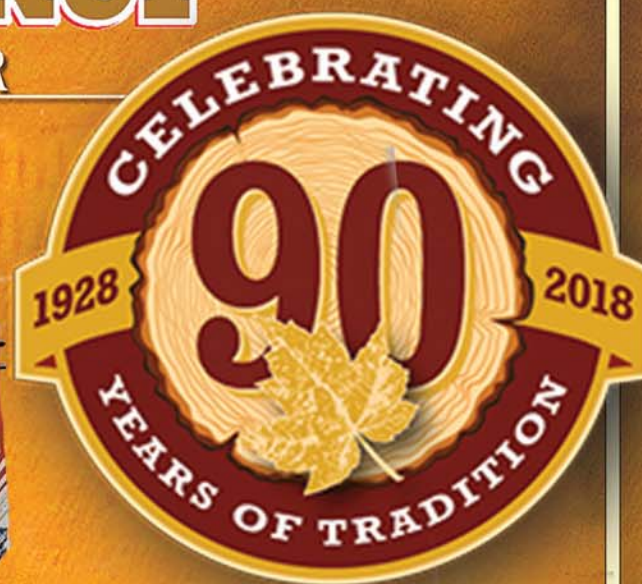
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Talkin' Racin'
with Jason



Jason D. Searcy

A 16-year-old driver from Eden Prairie (MN) William Sawalich has been named the 2022 Speed Talk on 1360 Minnesota Asphalt Driver of the year. Sawalich grew up and raced in Minnesota but his success in 2022 came from racing and winning at some of the most prestigious race tracks in all of America in some of their biggest races. He raced a total of 50 times and scored 13 wins racing for Setzer Racing and Development or Wilson Motorsports. He scored wins in the Late Model stock, Pro Late Model and Super Late Model divisions. He won at historic tracks like: Hickory (NC) Motor Speedway, Five Flags (FL) Speedway, Winchester (IN) Speedway, Motor Mile (VA) Speedway, Ace (NC) Speedway, Tri-County (NC) Motor Speedway, Montgomery (AL) Motor Speedway and Toledo (OH) Speedway.

“I am honored to win this award, we had a great season last year and have raced in Minnesota in the past, looking forward to the 2023 race season,” said Sawalich.



JGR photo



JGR photo

Speedtalk Driver of the Year

Previous winners:

- 2022- William Sawalich
- 2021- Jacob Goede
- 2020- Tim Brockhouse
- 2019- Jacob Goede
- 2018- Baiden Heskett
- 2017- Conrad Jorgenson
- 2016- Tim Brockhouse
- 2015- Jacob Goede
- 2014- Jacob Goede
- 2013- Ricky Martin
- 2012- Jonathan Eilen
- 2011- Chad Walen
- 2010- Brent Kane
- 2009- Adam Royle
- 2004- Dan Fredrickson

Wisconsin race fans have often enjoyed watching their home state driver’s rise through the ranks of NASCAR and have success at the top level of the sport. Wisconsin natives like Matt Kenseth and Alan Kulwicki have won Cup series Championships and even been elected into the NASCAR Hall of Fame, other Badger state alumni like Paul Menard, Dave Marcus and Norm Nelson have won races in the Cup series.

Just across the border, Minnesota NASCAR fans have not been as fortunate, Joe Frasson from Golden Valley (MN) had the most success, he was a local star at Elko Speedway in the 1960’s and then raced in the Cup series from 1969-1978 and scored four Top 5 finishes. His most infamous moment was being involved in the much-replayed 1976 Daytona 500

fantastic finish. On the last lap Richard Petty and David Pearson had contact coming out of turn four, Pearson’s car ended up going head-on into the wall then it careened into Frasson’s car which was sent spinning down pit lane, Pearson then limped his mangled car across the stripe to win the race, Petty’s car spun into the infield didn’t immediately restart and was pushed by the crew past the extended finish line with the race still under green flag conditions. Joe Frasson finished 14th on that day, the thrilling finish was broadcast LIVE on ABC TV and caught the attention of viewers across America and provided a big boost in the popularity of NASCAR.

Blackie Wangerin from Bloomington (MN) had 27 NASCAR Cup series starts or attempts from 1971-1991 many of them at Daytona, he never scored a Top 10 finish. Mike Garvey who was not born here, he was born in Michigan but he lived in Lakeville (MN), he had 20 wins in the ASA series but only made a dozen races in the NASCAR cup series as a driver, never scoring a Top 10 finish. No other Minnesota driver has made over a handful of Cup series races and none have been in a car capable of winning. These MN driver statistics pale in comparison to Wisconsin drivers but there is a newcomer on the scene that has a great opportunity and he is from the gopher state.

It was recently announced that 16 year old William Sawalich from Eden Prairie (MN) will be driving the #18 car for Joe Gibbs Racing in the ARCA Menards series and also have 6 races in the NASCAR Truck series driving for TRICON Garage run by David Gilliland and Toyota Racing Development for the 2023 season. These are quality NASCAR rides.

Talkin' Racin' continued on page 7

Talkin' Racin' continued from page 6

The #18 car in the ARCA series was driven by Sammy Smith last year who won 6 times in 16 races, Smith now is full-time in the NASCAR Xfinity series. Ty Gibbs raced this #18 car in 2021, he had 10 wins in 20 races in that car and now is racing full-time in the Cup series. The Sawalich ARCA car will be run out of the Joe Gibbs racing Xfinity shop for the 2023 season, he plans on racing for the ARCA East title which includes races at Iowa Speedway on July 15th, the Milwaukee Mile on August 27th and numerous other events for that team including the race on June 24th at Elko Speedway. Because of his age he will not be able to race at Super Speedway events this season. He has sponsorship from Starkey Hearing Technologies and SoundGear hearing protection and enhancement products. Starkey is headquartered out of Eden Prairie (MN) where William's father Brandon Sawalich is the President and CEO. The company has more than 5,000 employees, operates 29 facilities and does business in over 100 markets worldwide.

I had a chance to chat with William in January as his 2023 plans were being announced. He talked fondly about his time racing at Little Elko quarter midget track and Elko Speedway. Sawalich mentioned that his biggest racing influences growing up included Josh Vadnais, a long-time and well-respected driver from White Bear Lake (MN), he is known as being the Rockford (IL) Speedway 2008 Short Track

Nationals Champion and racer in the ASA Midwest series, CRA and NASCAR Midwest series.

William Sawalich did not come from a racing family but after he showed interest and skill, he was quickly unofficially adopted by one. As told by Josh Vadnais:

"We first met William, his mom Stacy and family when they started racing quarter midgets at Little Elko with my son Jensen, William was one year older than Jensen, Jensen had been racing for about a year and a half and William wanted to race, he saw it on TV," said Vadnais. "From what I remember the Sawalich family had no background in racing and knew nothing about it, but William was very sure that racing is what he wanted to do, so his family did everything they could to make sure that would happen for him. Kudos to them for diving into something where they had no previous experience and not really knowing anybody. So, they came out to the track and we met them through that. William actually bought his first quarter midget from us, it was Jensen's first quarter midget, it became Williams, and they ran it for the next year or so," said Vadnais. "After that season was done, he was getting more serious with it, so William started going to the racetrack with us and we traveled all over the country going to some of the National quarter midget races for the next three years or so and it was a really good time. William was always very nice and polite, a little



Sawalich family photo

on the quiet side but you could tell he was very much a thinker, he wasn't always saying what he was thinking, but he was thinking."

"He did have a definite ability to handle the car and he was always very coachable and teachable, he did a great job of listening, great job of internalizing and had a really high trust level. If I told him he needed to go into this corner flat out, he would do that. Those things made it really easy to help him learn to drive the quarter midget," said Vadnais.

"Going to the National events was huge for the kids, at those events there is a lot going on, it can be quite overwhelming for kids that age because there is so much pageantry and so much additional stuff going on with trailers, multiple cars and the size of the

Talkin' Racin' continued on page 8



Dan Plan photo


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Talkin' Racin' continued from page 7

event,” said Vadnais. “We would go to some of these races and there would be 60-70 cars in each division, when you show up you get a 2 min practice session, then a heat race so you really had to learn to adapt to different track conditions and to different race tracks and you had to be ready to go racing right from the time you showed up. That helped them to learn to compartmentalize and push all that extra stuff that was in the background away and focus on the task at hand, so when they got in the car and put the helmet on they were all business, they were focused and 100% ready to go.”

“We became friends, our family and their family, so as they moved into Legends cars they started working with Nick Barstad and Tim Brockhouse, we still remain friends today,” said Vadnais.

“William is very much business when he gets to the race track, he has 100% focus and I feel like that extreme focus allows him to improve every time he gets into a car, it seems to me like there isn’t anything that he can’t overcome when getting into a new car” says Vadnais. “He understands that moving from one type of car to the next is a little bit different and he does a good job being patient with himself, learning those skills and developing them and then developing those skills quickly.”

“I talk to his mom Stacy regularly as he is getting into the different series, we talk about the different cars and what it is like and if William would be ready for that and who to talk to when taking those steps to set him up for success. A Lot of racing is to work with people who are talented in their field, so I’ve tried to help Stacy navigate the landscape and work with good people, there are a lot of good people



Dan Plan photo

in racing but unfortunately there are people so see a young kid and try to take advantage of his talent or financing, so I wanted to make sure as they are stepping up they were working with the right people who would be good for William and for them as well” said Vadnais.

“I can’t think of a better team or organization to work with than Joe Gibbs Racing, they have a lot of talented people there, talented drivers there, Joe Gibbs is a name that has become synonymous with success in the NASCAR industry so I don’t think he could get

a better situation” said Vadnais.

When the question comes up about if William Sawalich will be able to someday be able to be the first Minnesota born driver to win a NASCAR Cup series race, Vadnais is confident in his response. “Absolutely, he has the determination, talent and the intellect to be able to do that, he is very smart. Running those longer races, he can think through it, he understands how the car reacts, he has pace and his demeanor is calm and even-keeled which I feel really benefits you in those longer races, so I think 100% he could be able to do that someday.”

Sawalich also mentioned that Tim Brockhouse from Shakopee (MN) was a mentor to him during his transition from quarter-midget cars into the INEX Legends cars. Tim is the owner of Great North Legends, has about 250 wins in his career, was the 2020 Elko Speedway Champion and has numerous INEX National titles on his resume. Brockhouse recalls the first time he had contact with the Sawalich family.

“There was some debate on whether William would move up to a (30 horsepower) Bandolero car or a (125 horsepower) Legends car after his time in the quarter midget, so his family rented a track in Wisconsin and they did a test session, “ said Brockhouse. “William was just 12 years old at the time, he drove the Bando first, jumped in it and did very well. Then he tried the Legends car, I had to teach him how to clutch it and shift it. He drove the thing, got around pretty good and did better than I expected for a 12 year old kid. We got done, I asked him what he thought, and he said he didn’t want the Bando, he wanted to drive the Legends car, the deal was done, just like that.”



Dan Plan photo

Talkin' Racin' continued on page 9

Talkin' Racin' continued from page 8

Tim Brockhouse won the Championship and 8 races in the 2020 season at Elko Speedway, but he finished runner up, directly behind William Sawalich, in a feature race on August 22nd 2020. At the age of 14 that was William's first and only win at Elko Speedway. The next year the family decided it was time to venture down South and challenge William with the most elite division of asphalt cars in America, Late Models.

"I remember when he first jumped into the Late Models, he did really well," said Brockhouse. "He went down to New Smyrna (FL) and won a race, now granted he has good stuff, but I told his mom from day one, 'That kid is going to make it and I want to be there at his first NASCAR race.' The thing that I have always liked about Will is that I've never seen him upset, mad, frustrated, he is just a cool customer, he always has his head in the game and always gives it 100%. The kid has IT, whatever IT is, he's got it," said Brockhouse.

Brockhouse seems just as confident as Vadnais does that Sawalich will be the first Minnesota born driver with a legitimate shot at being a Cup series winner one day.

"It is merely a matter of time, when he made the move to go down to North Carolina, I knew he was

going to make it big," said Brockhouse. "The fact that he is following in Sammy Smith's footsteps is huge, Sammy is going to make it to the Cup series, no doubt about it, he is running full-time in the Xfinity series this year. I would assume he (Smith) will go to Cup as soon as there is a ride open at JGR and Will is following in his footsteps. I think Will will be in the NASCAR Cup series by the time he is 20 years old, if not sooner," says Brockhouse.

William Sawalich has another local connection that is instrumental in his NASCAR goals. That is long-time crew chief Bond Suss who is from New Market (MN) and who grew up going to Elko Speedway. Bond Suss worked as crew chief for Larry Button, worked on Steve Murgic's crew, then moved over to LeFavre racing based out of Lakeville (MN). He won the final ASA Race at the MN State fair as a crew chief for Mike Garvey as the driver and then a couple years later he won an ASA race at Elko Speedway with Joey Clanton behind the wheel. Shortly thereafter he moved down South and worked for Kyle Busch Motorsports running the KBM Super Late Model program. Bond is now based out of Mooresville (NC) and runs Bond Suss Driver Development and works with Toyota Driver Development, he has a lot of influence on how William Sawalich will do in the near future.

Here is what Bond Suss has to say about William Sawalich:

"I was attracted to William when he started to run with Brandon Setzer. Brandon is a great friend, teammate, competitor, and former employee to me. I am always very fond of his team and who he has as drivers. I then realized that William was from my home state of Minnesota. In the past years of getting to know William we know many of the same people. Dan Fredrickson, Nick Barstad, Josh Vadnais to name

a few," says Suss. "William has a silent reserved demeanor outside of the car. The past two seasons he has developed into a fierce, skilled, tactician behind the wheel. He possesses a tremendous amount of raw speed combined with making very few mistakes. He works his competitors into mistakes and then seizes that opportunity to make the pass. He uses the right amount of aggressiveness combined with finesse to make his passes look easy. He expects respect from his competitors and races them the same way," said Suss. "2023 will be another big challenge for William. He again will push the boundaries of his own abilities as he steps in the ARCA and NASCAR Truck Series. He has a great opportunity to be with the best teams in the garage. On the ARCA side he should be able to find quick success with podiums and wins. The trucks will offer more challenges. I think if he can finish the year with half of his starts being on the lead lap and in the top ten you would have to consider that a great success," said Suss.

2023 looks to be a pivotal year for this young 16-year-old driver, even though he is not allowed to race a superspeedway track (by NASCAR rule) until he is 18 years of age, he will race 20+ races in the ARCA and Truck series and still plans on racing 20+ Late Model shows across the country as well. Opportunities like this are rare and it looks as though William Sawalich has the right team to help him achieve his stated goal of one day becoming the first Minnesota born driver to win in the NASCAR Cup series.

Minnesota race fans have always had to defer to their neighbors to the East when it came to NASCAR driver credentials. William Sawalich might finally be able to be that hometown hero many MN fans have been waiting for.



Dells Raceway Park photo



Sawalich family photo

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Canterbury Photo Gallery



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Tomah Photo Gallery



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Racing Nuggets



PJ "Jacklyn" Nuttleman

Dan Plan and I did a thing. I've long talked about doing this but hadn't managed to get around to actually "doing the thing." It took a major life change for me to finally decide to jump in and do it: I lost my job toward the end of last year—our entire department was let go. *sad trombone.

However, that turn of events ended up giving me some clarity and energy to put the wheels in motion for finally started doing a podcast. Dan came to mind immediately for me as a co-host because I knew he'd bring some fun to the show and he knows EVERYBODY. Plus, I knew he had plans to retire in the new year and I've heard that people sometimes go downhill after retirement if they don't stay busy. Not that I didn't think he couldn't fill his calendar up on his own with activities—I just wanted to do my part. It goes without saying, Dan attends SO many races throughout the year. I knew he'd have the time and plenty of things to chat about too.

So, we started the Racing Nuggets podcast around mid-December and drop a new episode every Tuesday at 5am. You can watch the video version of it on <https://www.youtube.com/@RacingNuggets/videos> or download the audio version wherever you get your podcasts. (Apple, Spotify, Google Podcasts, etc. or <https://racingnuggets.com/podcast/>.)



Admittedly, we haven't done a whole lot of chatting about random things yet on this podcast. That's mostly due to our guests having plenty to say, which in and of itself is pretty cool. I imagine Dan and I will eventually do more chit-chat on topics in addition to the main guest interview, but for now—we're having a ton of fun listening to great stories from some of the most colorful characters of short track racing in the Midwest.

In case you missed it, our first guest was Nicole Fredrickson. I told her she was going to be the first guest when I confided in her about my desire to start a podcast and she encouraged me in the most heartfelt way. Nicole is just wired that way—to bring support to anyone who needs it, which was what we wanted to do for her because she had just finished her battle with breast cancer. We sprung her brothers Danny and David into the mix as surprise additional guests and were treated to some fantastic stories of their family running Elko Speedway.

We've had a wide variety of guests in our first 8 shows. We followed that inaugural episode up with a bevy of belly laughs with our guests. Episodes available so far include chats with Gregg McKarns, Jeff Storm, Dave Trute, Steve Holzhausen, James Swan, Steve and Nick Murgic, and Dan Deicher.

There are plenty more to come each Tuesday as we continue to fill the schedule and put new episodes out into the universe. We have an amazing wish list of

regional characters that we plan to try to get scheduled for the podcast and that list grows daily! We also have tentative plans to do some special episodes during Oktoberfest Race Weekend.

This has been a super fun ride so far. I'm so excited to continue to put shows together and evolve the podcast into an even better product as we go. I'm looking forward to developing a segment with Dan to share stories of his adven-

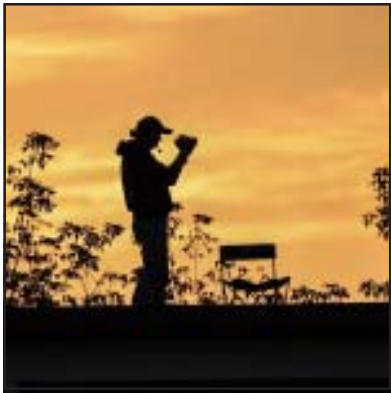
Podcasting with a Plan



tures to all of the races he attends. He does this thing now of making sure he attends at least one race every single month of the year. The man is chocked full of great and often hilarious racing stories, so I plan to make sure we spend some time unpacking those tales too.

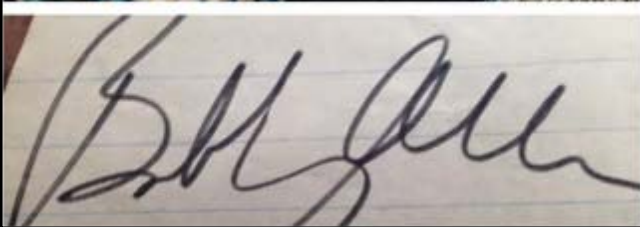
I'm grateful for Dan agreeing to do this venture with me—and conversely having the opportunity to continue to be a part of this publication that he is so passionate about as well. In retrospect, losing my job wasn't the worst thing because it propelled me forward to get the Racing Nuggets Podcast started. God willing, I'll have a new job before too long as well, so I can be the best dog mom while traveling to more races—making more connections, and lining up more guests for the podcast. It's going to be a fun ride!

Dangerous Dan



Dan Margetta

The off season has flown by once again and with Speed Weeks in Daytona firmly in sight, it will soon be time for all of us to start chasing races for yet another season. This year's off season was pretty quiet with a few scattered races available to watch online but one main event was the NASCAR Hall of Fame 2023 Induction where Matt Kenseth, Herschel McGriff, and Kirk Shelmerdine were inducted into racing immortality.



The NASCAR Hall of Fame always felt different to me mostly because I've been lucky enough to have had the opportunity to have personal experiences with so many of the members. While most of these have been brief and probably unremarkable to the Hall of Famers, they have stood out to me and when I visited the Hall a few years ago, the experience was quite enjoyable as it was way more than just reading facts.

Bobby Allison was my first big time autograph as a kid when he came over to the fence during an ASA race at the Milwaukee Mile in 1985 and I was so nervous I couldn't talk. Years later, when I was at my first Daytona 500 in 2016, he was a guest along with Leonard Wood on our LTN radio show. I told him I was excited to be at my first "500" and after the interview he made it a point to come back and tell me I better make sure I come back. That was way cool!

Alan Kulwicki gave me a hard time when I was around 8 at a pre-season race car show at a local mall (remember those?), asking me if I was just saying I listened to WLPX 97.3 FM (his sponsor) to get a free bumper sticker and button. Years later he was my main source for my University of Wisconsin-Milwaukee Mass Communications radio documentary project on NASCAR racing at the Milwaukee Mile. I asked if I could interview him for the project after he was on our radio show and he gave me his phone number and told me to give him a call. He gave me a lengthy interview (I still have the cassette tape) and I got an "A" on the project. I skipped my commencement that year and had them mail me my degree because I went to the ASA race at the Milwaukee Mile instead while Kulwicki went on to become Winston Cup champion. The next year, we were a part of celebrating Alan Kulwicki Day at Greenfield High School through the radio station and he told me congrats on our plans to syndicate our show as he signed my K-Country WAUK sweatshirt.

We did live radio reports from an autograph signing with Bobby Labonte at a collectible show at the Waukesha County Expo Center in 1991. While at the show, Labonte got the opportunity for an impromptu vacation trip and needed to get a hold of people in Charlotte to rearrange his schedule. In an era before cell phones, finding a long distance line was challenging and we just happened to have a phone line which was used to deliver our radio reports

Hall of Fame



back to the station. We let him "borrow" our phone line to make the calls needed and had a lot of fun during the show. Afterwards we helped load the #44 Busch Grand National show car into the trailer and were rewarded with a box of Slim Jim's which we later found out were the Fire Hot ones when we ate them at the bar.

I had the honor of having breakfast with Ron Hornaday and Kenny Wallace at a truck stop in Richfield at around four in the morning after a long night following a Slinger Nationals rainout in 2005. I'm not exactly sure how I got to tag along but afterwards a crowd gathered in the parking lot and he held an impromptu victory lane where I got to "interview" them like they won the race ("Radio guy get over here and interview us like we won the race" was about how it went.)

Matt Kenseth's induction probably hit home the hardest because we pretty much all lived vicariously through him as his NASCAR career unfolded. I remember his early Slinger wins as a kid against some damn good veterans and I remember his first radio interview with us live from the Milwaukee Mile when

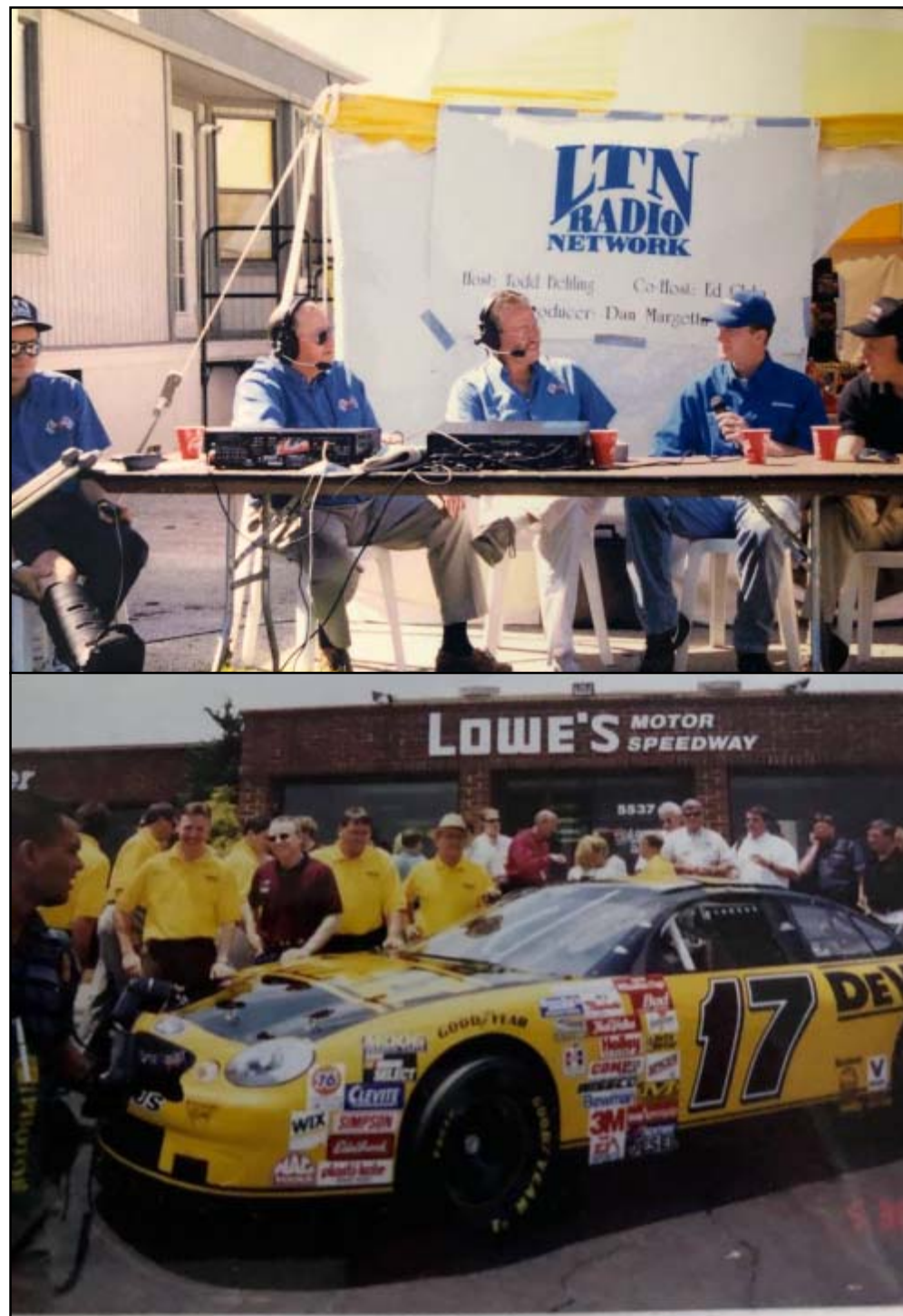
Dangerous Dan continued on page 15

Dangerous Dan continued from page 14

the invert put him on the front row of the ARTGO race even though he had never driven on the track. I remember the first Nationals win in 1994 and sitting in the stands at Charlotte with our group being the only ones standing and cheering as the #55 Busch Grand National entry driven by some Wisconsin kid named Kenseth qualified. He missed the lock-in cut off by a spot or two which put him up front for the "Suitcase" race (the top five or so made the race and everyone else packed their suitcases and went home). There was a lot of concern in the garage about the inexperienced kid starting up front surrounded by a lot of NASCAR veterans like Joe Nemecheck, Terry Labonte, and Ward Burton. Kenseth held his own with them and made the race where he finished an uneventful 31st but he had made his way to the "big time." I remember hearing Robbie Reiser tabbed him to drive for his team and how excited we were as a genuine Wisconsin team was starting to take shape. I was in Martinsville in 1997 when they ran their first race at Nashville and a lot of people in the pits and media area made it a point to tell me my "Wisconsin guy" qualified third. We found out he signed a tentative contract with Roush Racing and of course told everyone about it on the radio, which led to Reiser's sponsor Kraft deciding to bolt and back Sterling Marlin, leaving Reiser with no funding heading into 1998. We heard a deal with Family Channel was close but that fell through once Daytona arrived and a one race gig with search engine Lycos was enough to get them through the race where they finished fourth. I'm pretty sure that's why the car was blue, red, and yellow at Rockingham for the next race (Family Channel colors) with Lycos decals on it hoping for an extended deal. I have to believe they were pretty close to closing up and being done if Kenseth hadn't moved Tony Stewart to win that race. That win meant everything and led to a championship race where Kenseth finished second to Dale Earnhardt Jr. I was at the press announcement in Charlotte where the new #17 Cup team was created to run five races in 1999 and compete on the full tour for 2000. I remember watching Michigan qualifying from a bar with co-workers after our softball game in 1999 and cheering when Kenseth qualified 25th and made the race. My co-workers gave me a hard time and questioned why I cheered so loud for 25th fastest until I explained to them that watching Kenseth make the race was like one of us softball players actually making it to major league baseball. I was at the Coca-Cola 600 in 2000 when Kenseth scored his first Cup win and got to see five more victories in person. I was also there when he won his Winston Cup in 2003. I drove 100 miles to Cambridge after he won the Daytona 500 the first time in 2009 and went to the Sports Page bar to celebrate with his family and friends. Of course there were countless other achievements and memories along the way as Kenseth helped entrench Wisconsin racing in the NASCAR ranks. Suddenly the path from up here to the NASCAR world didn't seem as long and out of reach and many

others followed him to enjoy successful racing careers.

While the Hall of Fame ceremonies provided a good opportunity to reflect back on racing memories, with Speed Weeks on the horizon it's time to look forward to the upcoming racing season. My season will kick off with either the All Star Circuit of Champions Sprint Cars at East Bay or the Southern Super Series asphalt super late models at New Smyrna. We fly into Tampa and will either go the dirt track at East Bay or drive across the state to New Smyrna depending on weather and who we know will be racing where. From there it will be a steady diet of New Smyrna asphalt and Volusia dirt capped off by the NASCAR Craftsman Truck Series, Xfinity Series, and the Daytona 500. It's great way to kick off the season and I'll be sure to tell you all about it next month.



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Davey Pennel Tomah Roll-Over

This spectacular rollover took place during the New Year's Day Chill Chaser enduro at Tomah Sparta Speedway. Driver Davey Pennel was OK and walked away from the wreckage.





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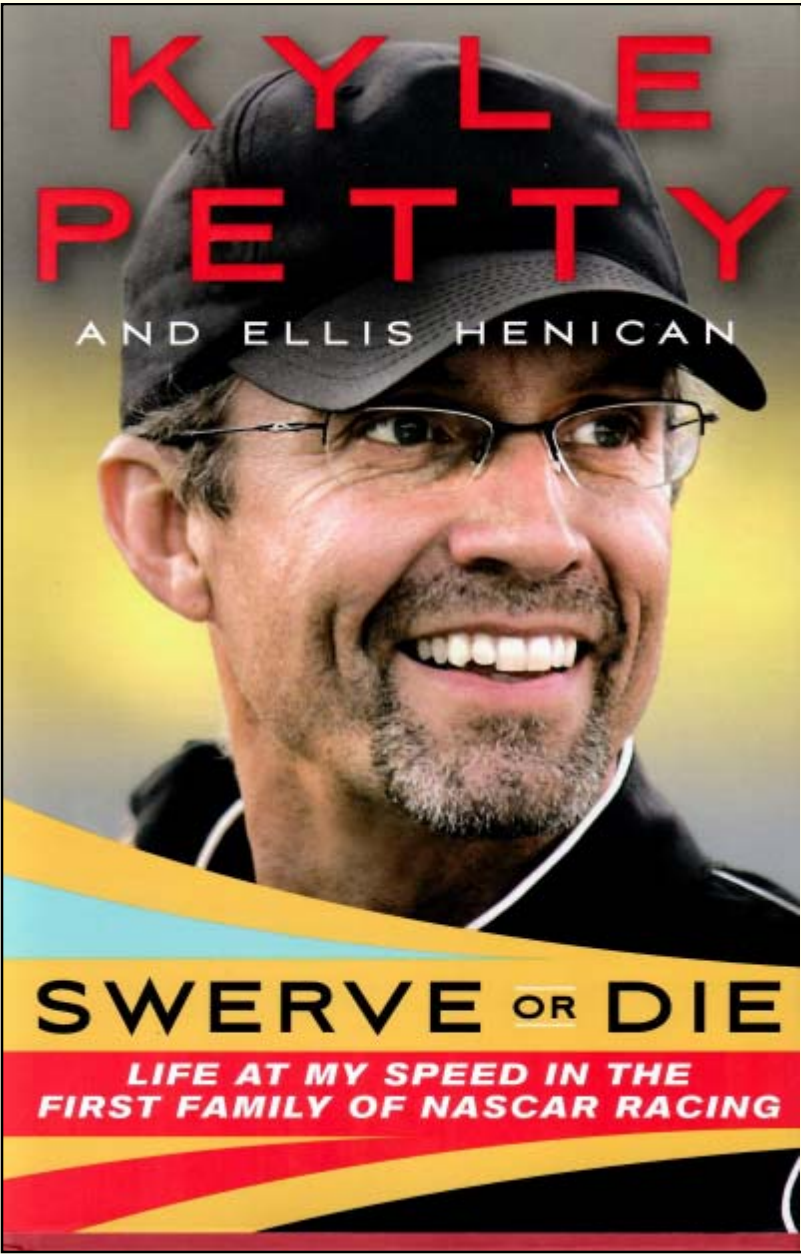
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MRC Book Review

Each winter I usually can find time to sit down and read a book. This year was another fantastic read about Kyle Petty. The first name I remember from watching NASCAR on TV in the 1970's was Richard Petty. I remember watching the Daytona in 1979 and seeing the highlights of Kyle Petty winning the ARCA race at Daytona that year. I thought that was pretty cool. The King and his Kid won at Daytona in the same year. Only years later did I find out this was Kyle's first race. No go-karts, street stocks or late models. He went from being a crew member at Petty Enterprises to winning at Daytona in his very first race. Pretty amazing stuff.

Kyle goes into a lot of the detail of what lead up to getting to race the old Dodge Magnum at Daytona and his entire career in NASCAR. It wasn't all sunshine and unicorns for Kyle. There were many good times a long with the bad. Broken bones and lost family members long the way made things more difficult along the way many of us can ever imagine.

This book is another one of the many racing books available from Coastal 181. A full list of all of their books is available at <https://www.coastal181.com/>



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