

THE MIDWEST RACING CONNECTION

www.theracingconnection.com

THE MIDWEST'S SHORT TRACK AUTO RACING AUTHORITY

Returning Home



Going in Circles



Vol. 27 Issue 3 July 2023

Inside...



The Master of Late Models



Racing History - Part Two



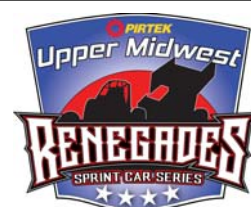
OFFICIAL HOSE SUPPLIER



TEAM
PENSKE



Proud Sponsor of the UMSS



OFFICIAL HOSE SUPPLIER



TEAM
PENSKE

Publisher's Note
Racing According to Plan



Dan Plan

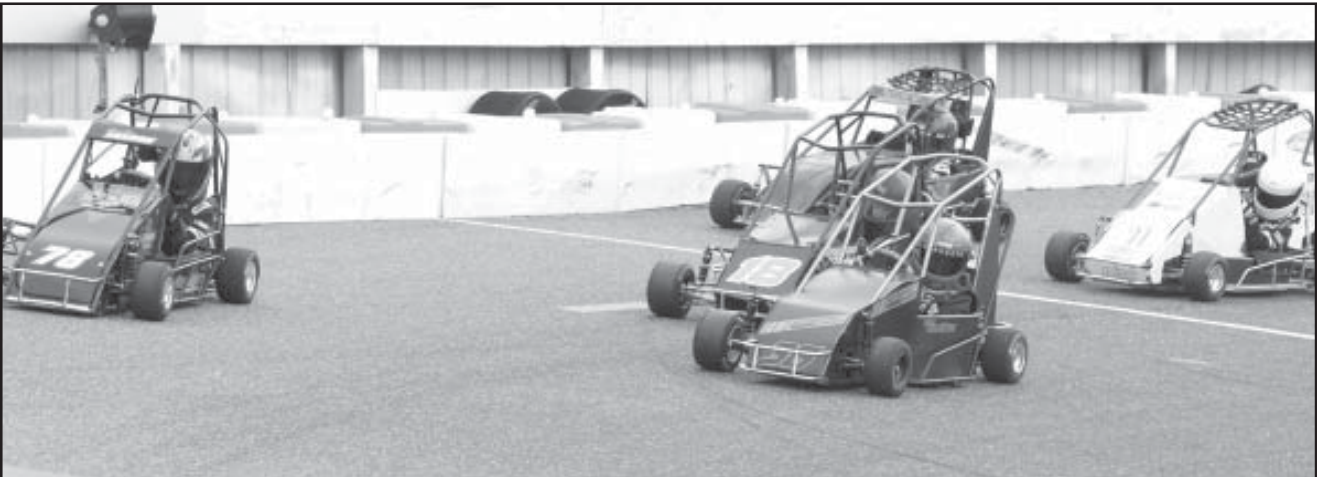
About 4 years ago I made the short drive from my house to Little Elko Speedway to check out the Quarter Midget action. At that time, I honestly thought

Youth Movement

the club was on its last leg. There were just a handful of kids competing, very few spectators and no concessions available. Fast forward to the 2023 season and the first show I went to this year had 53 entrants. The pits were overflowing, the grandstand was full and the concession stand was back in business. That is quite the growth spurt in a short period of time, and good news for the future of short track racing.

In addition, the Quarter Midget group at Little Elko, the Kart racers at the Cedar Lake Arena and Thunder Hill are also starting to see an influx of new racers. It appears the new influx of racers are the sons and daughters of current racers. Looking through the driver lists of the area Quarter Midget, Kart and Bandolero entry list looks very similar to the entry lists at many of the local tracks. Lots of familiar names are seen on the driver rosters for these events. One neat aspect is drivers that have been fierce competitors on the track, now ending up helping each other out with their kids.

Publisher's Note continued on page 4



Quarter Midget action at Little Elko Speedway in Elko-New Market, Minnesota

The Midwest
RACING
Connection
July 2023

P.O. Box 22111
St. Paul MN, 55122
651-451-4036
www.theracingconnection.com

Publisher
Dan Plan

Contributing Writers
Dale P. Danielski
Dan Margetta
PJ "Jacklyn" Nuttleman
Jason Searcy
Charlie Spry

Photographers
Vance Birno (612-308-3572)
Martin DeFries (651-346-1199)
TJ Harron (608-301-5258)
Doug Hornickel (920-723-0522)
Jacy Norgaard (jacynorgaardphotography.com)
Bruce Nuttleman (612-860-6622)
Vince Peterson (612-419-6372)
Jess Riedner (608-334-5329)
Jeff Taber (815-978-5450)

The Midwest Racing Connection is published six times during the summer racing season by
The Plan Company, Inc.
All material is copyrighted 2023 and may not be reprinted without permission
651-451-4036.

Cover photos by: Branden Aeling, Eric Bronson, and Dan Plan

THE MIDWEST
RACING CONNECTION

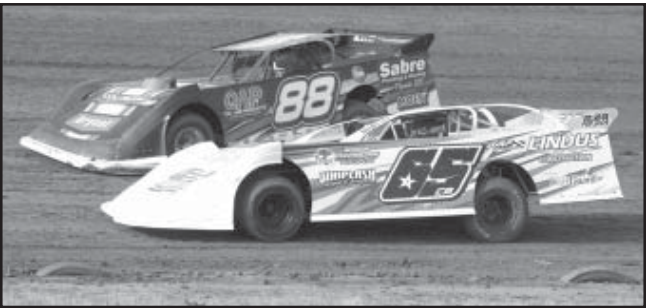


Publishers note from page 3

Another feeder system for the short tracks in this area of the world is the Bandolero division. Again, this is another division that is seeing encouraging numbers and familiar short track names. The Bandolero field at most facilities in the upper-Midwest is typically in the double digits. One track that has had exceptional numbers in the Bandolero division is Jefferson Speedway. As of our publication date, the point standings at Jefferson shows they have had 35 different drivers compete in the Bandos this year.

As I've been following along with the little racers from different parts of Minnesota & Wisconsin the past few years, I'm beginning to see more and more of them move up to full-size cars. Everything from Power Stock/Hobby Stocks up to dirt and pavement Late Models. Some of them have just had the opportunity to practice and others have been out there in full race mode. The cool part is some of them get back into their Quarter Midget or Bando the next weekend and compete with their friends.

These younger drivers moving up to full-size race cars is good news for those of us that are short track fans. At this point in time, it looks like we've got another good, solid generation of racers on the way to keep our weekends interesting.



Michael Hucovski and Carver Miller following in their fathers footsteps in USRA Late Model action at Cedar Lake Speedway



Jess Riedner photo

Easton Riedner is a 3rd-generation driver and one of the 35 Bandolero drivers at Jefferson Speedway in Jefferson Wisconsin

R & R

Complete Automotive Service



Minneapolis, MN



randrautomotiveonline.com



<https://countryjoehomes.com/>

952-469-4066



Racing History



Dale P. Danielski

Looking back through the years of establishing Wisconsin short track racing, a number of drivers come to mind and one was Larry Baumel. In part one of his story, we discussed early beginnings for the Sparta, WI., racer Baumel. We now delve into Larry's foray into the NASCAR World of racing.

Part two: *"We have done what we wanted here, let's head south and see what we can do there."* Larry Baumel

MRC: With the northland conquered, it was time to head South to try your luck against the NASCAR group.

Baumel: "We decided to build that Torino with the intention of racing it in NASCAR in 1967. We didn't get it done then and had to wait a couple years. to race it. We bought the brand new body from Ford. We bought it through Roy Schmidtke at F.J. Bunker Ford in New Lisbon. It came in a crate with the doors

and the trunk lid mounted on for eight hundred some bucks. Can you believe that? Brand new body. We should have bought a dozen of them!"

MRC: At that time aerodynamics were becoming more important in racing, were you aware of that?

Baumel: "The Ford Talladega body had more aero. NASCAR guys did it on the cheat though. They were mostly worried about the front grip, not in the rear. The fenders were stock, but they welded on a sloop nose. They welded it on to the doors. The front bumper was actually the rear bumper that they took about a foot out of and rechromed."

MRC: How was the reception down south by NASCAR?

Baumel: "Those NASCAR racers were treated like Kings down there. We got treated good down there, but not like those guys. NASCAR wasn't too happy with the guys from the North coming down to race."

MRC: You served our Country for a time in the Army reserves, which came into play as far as your racing in the south.

Baumel: "I was transferring all over hell to avoid the meetings so I could race. I discovered early on, when you transferred you got six months off which made it so I could race. I went to one place in South Carolina to get signed in and that guy did not like me. He said if you screw up once more, you're going to active duty. I got the hell out of there and went to Winston-Salem, SC. They were a great group of guys, I told them I raced, is there something you can do so I can race on weekends and not go to the meetings? They set me up with a truck delivering supplies so I could get away to race. Then they gave me a better deal, they said we'll mark you present for all the meetings, but when you get your check every three months, cash it, and bring it to us, we can use it for a slush fund. He said that will be more valuable to us

and you'll be able to race. So I never went to another meeting after that, but I had perfect attendance. Once in awhile the big General would come around and ask, where's this Baumel guy. They'd say, Oh, we have him on KP, or something like that. If they'd ever gotten caught for doing that their asses would have been in big trouble."

MRC: So now your NASCAR Series racing begins.

Baumel: "We went down to run with NASCAR in the fall of 1969. We ran the 1/2 mile Savannah, GA., track then raced at Rockingham, the Super Speedway. In that race, I qualified 39th out of 40 starters

and finished 19th. I remember we made \$975.00 for the race. I ended up running the rest of 1969 and all of 1970 and 1971 except for Riverside, (CA.) and I kicked myself for not going there, because now it's gone. After that, the car was too old, and we couldn't run it down there anymore."

MRC: So you raced all of 1970, but weren't eligible for Rookie of the year because of the number of events you ran in 1969.

Baumel: "They just came out with the Rookie award in 1970. I should have been eligible, but they decided from 1969 you could only run so many races. I had only run 4 or 5 races, but I wasn't eligible. I would have won it if not for that, I finished 32nd in the points."

MRC: Placing 32nd and earning over \$16,000 in the process with one top 10 finish in 23 starts, in the Auto Lad 1969 Ford.

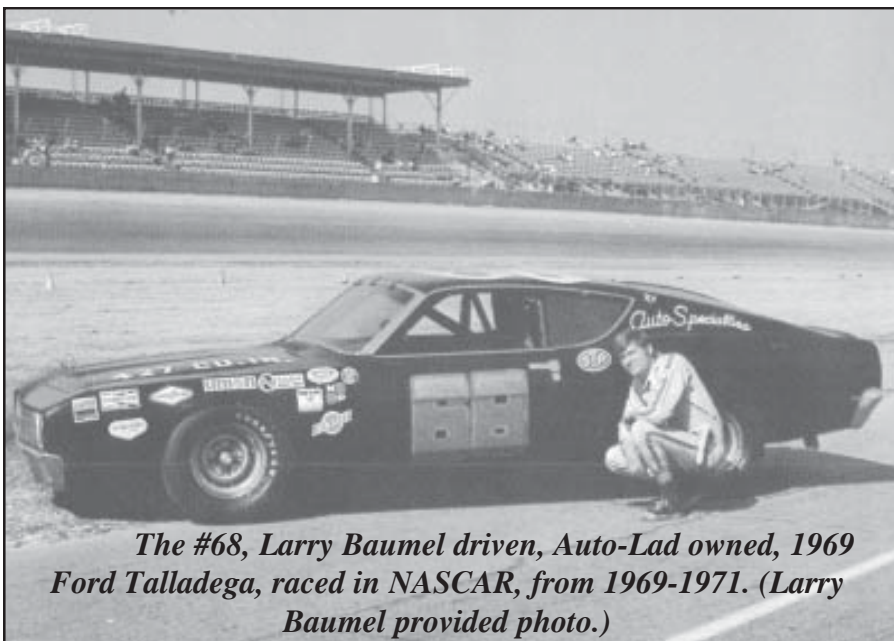
Baumel: "That was big money back then. Auto Lad was a corporation me, my brother, Al Schlaver and Don Jencheski, formed for the racing. One of the races I ran that year was on the 1/2 mile dirt in Columbia, SC. I started on the pole there, ran the track just like asphalt and set fast qualifying time. The brakes went out in the race though, I ended up 20th. It was a rough track and dirt is always tough on equipment. I wasn't set up for that."

MRC: You did get some top 10 finishes in NASCAR racing.

Baumel: "My best finishes were 9th and 10th in races. I finished 10th at Talladega in 1971 and made \$2,000. Nowadays these young kids sign a contract for millions of dollars just to race. They learned it all racing video games. We had to learn through the school of hard knocks racing, getting laps in."

MRC: So, after three years racing South, with your last race at Dover Delaware resulting in a 35th place finish, and \$590.00 made, you called it quits there.

Baumel: "After I blew the motor in a race, I went to Holman Moody and got two Ford Tunnel Port motors from him. My partners asked, who's paying for those? I said you are; you have the money, you work. I don't have any money; I race for a living. We got the engines through Bunker Ford, we had an open account there. When those two guys got that bill, they just about pissed! Holy Christ, they were excited. That was when they made a deal with me saying we can't go on like this. They said if you want to continue racing take all the equipment but there won't be no more money from us. It was tough, if you blew your motor, hit the wall or wrecked, you're damn near out of business. I never regretted a minute of it going down there though. It was good times back then. Here not that long ago, I was talking to Ron Schendel (His



The #68, Larry Baumel driven, Auto-Lad owned, 1969 Ford Talladega, raced in NASCAR, from 1969-1971. (Larry Baumel provided photo.)

Racing History continued on page 6

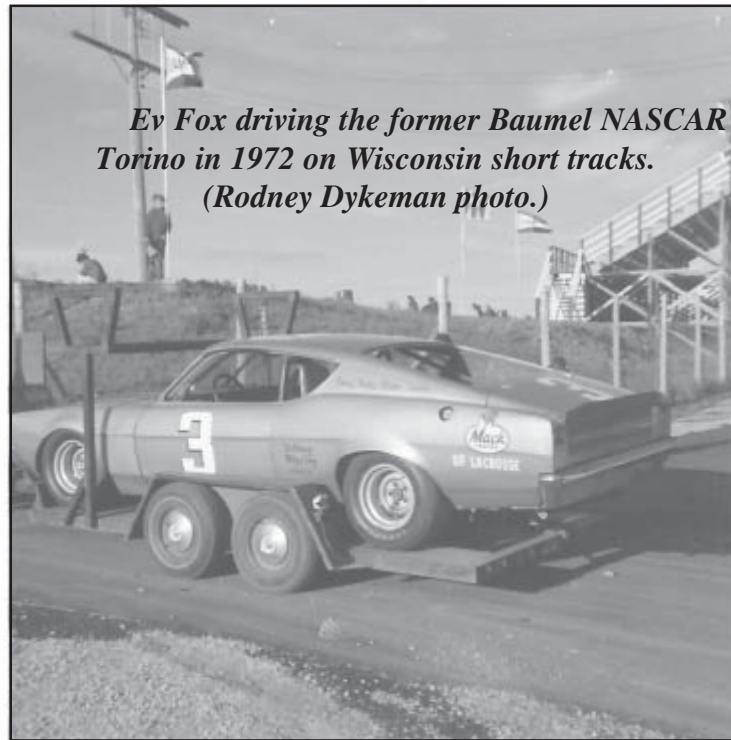
Racing History from page 5

son Tim raced) about racing in NASCAR, they had money, but still couldn't make a race. He said I can appreciate what you did down there with nothing. I did race a car later for Doc Faustina. Ran it at Daytona. Went 188 miles per hour. He said, "Why don't you come with us and race. I said I need \$125.00 a week to do it. They said, we don't have that kind of money so that was it."

MRC: With NASCAR racing no longer the pursuit, it was time to head back to Wisconsin.

Baumel: "I came back North, got married and went to work for my brother. I still wanted to race, so we put a Camaro together for the short tracks. We'd race at Dells Motor Speedway, Golden Sands Speedway, La Crosse Interstate Speedway, Columbus 151 Speedway, pretty much three, four nights a week, and it was still fun. It was just like the mid to late '60s when I started. With all those drivers back then, they enjoyed racing, they all had fun. Nobody had an ulcer in their stomach because they couldn't pay for motors, everything was paid for, nobody was mad at anybody, but for maybe occasionally. I do remember Homer Spink getting mad though, I think he had a drinking problem and a temper problem. I was at North La Crosse, and he was behind me, and I knew he was upset. I knew he was going to nail me in the corner, so I slowed down a little and of course we had strong reinforcement in the back, he nailed us, and bent his front frame right down on his race car. He asked someone later, "What the hell does Baumel have in that damn car!" He couldn't believe the damage. But he was always pissed off. He'd come to the Dells, be throwing sand all over in the pits, because someone did something to him. But that was Homer. But again, it was fun. Then Street Rods got popular and I'd build those to make some money which was helping finance my racing.

MRC: And that's carried you throughout.
Baumel: "I've been in business for over 50 years. And I raced with all the top drivers, on the short



Ev Fox driving the former Baumel NASCAR Torino in 1972 on Wisconsin short tracks. (Rodney Dykeman photo.)

tracks of Wisconsin and in NASCAR. It's been good. Sometimes I think I should never have gone South to race in NASCAR, just stayed up here and raced with the best. But I don't regret it. We raced against the 12 factory backed teams as an independent. We did OK. We raced and beat the best short track racers in the country here in Wisconsin. It's been a hell of a ride."

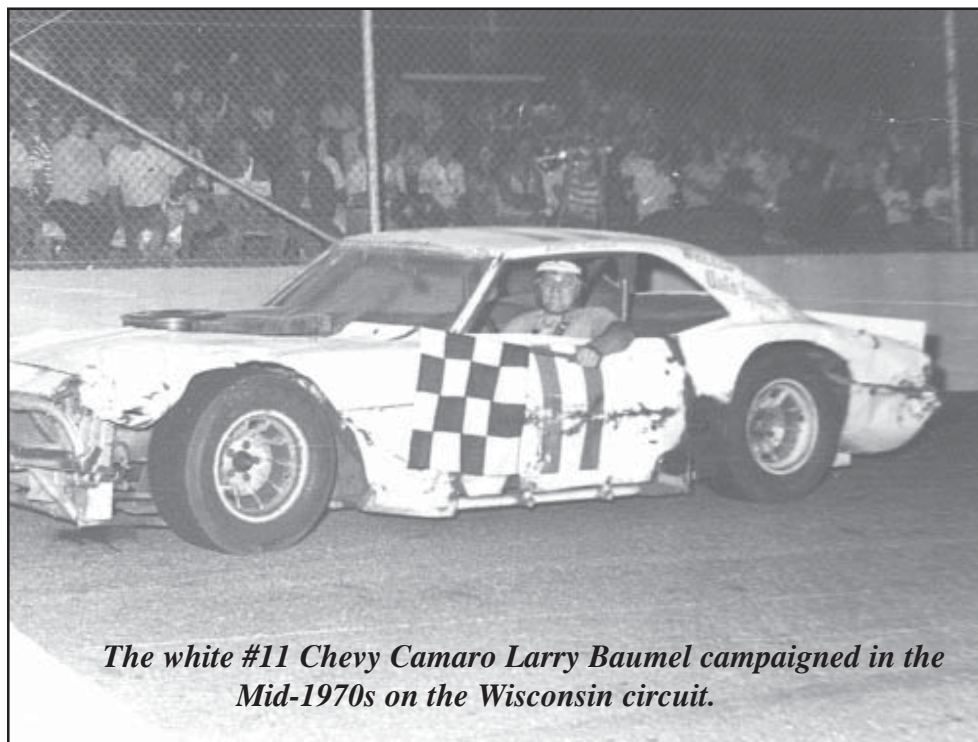
So, the Larry Baumel story comes to a close. A pioneer, an innovator and a huge contributor and influencer in the sport of auto racing. The final checkered flag has waved over Larry Baumel.

Lawrence A. Baumel passed away on May, 19th, 2023. He was 79 years old.

Here and there...Race supporter for many years, Rich Volden put up money allowing for a \$1,000 pay-off to win the 30 lap Feature for the NASCAR Late Models Saturday, June 10th, at La Crosse Fairgrounds Speedway, West Salem, WI. Steve Bachman was the happy recipient as he won the main over Steve Carlson and fast closing fast qualifier Skylar Holzhausen. Rounding out the top finishers were

Jacob Goede, Adam Bendzik, Michael Haggard, Nick Clements, Brent Kirchner, Nick Beaver and Mike Carlson...In this day of out of control costs, and high inflation, there is no beating catching a race at Winneshiek Raceway of Decorah, Iowa. At just \$5.00 admission and reasonable concession pricing, it's a great entertainment value. On this night it was Kyle Anderson, Kevin Donlan, Paul Seabrook, Ashton Pankow, and Josh Hills winning main events in B-Mod, Stock Car, Hobbystock, Mod-Lite and Tuner competition. With a starting time of 7:00pm, the show was over short of 10:00 o'clock allowing old fogies like me to get home at a reasonable hour.

Looking back, on October 17th, 1969, Larry Baumel placed 22nd in the 200 lap NASCAR Grand National race at Savannah Speedway, Savannah, GA. Bobby Isaac was the winner. On October 19th, 1969, Larry Baumel finished 16th in the 200 lap NASCAR Grand National race at Augusta Speedway, Augusta, GA. His efforts earned him \$230.00. On July 7th, 1970, Larry Baumel finished 26th in the 250 lap NASCAR Grand National race at Albany Saratoga Speedway, Malta NY. He earned \$200 for his efforts. Richard Petty won the race. On August 29th, 1970, Larry Baumel finished 12th in the NASCAR Grand National 281 lap race at South Boston Speedway, South Boston, VA. Baumel received \$250 in winnings. Richard Petty won the race. Larry Baumel earned \$880.00 for finishing 9th in the NASCAR Grand National, Mason Dixon 300, on September 20th, 1970. Richard Petty was the victor. On February 14th, 1971, Larry Baumel placed 22nd in the NASCAR Grand National Daytona 500, at Daytona International Speedway, Daytona, Beach, Fla. Baumel made \$1,525.00 on the day. While competing in USAC stock car events in 1969, in addition to NASCAR, Larry Baumel finished 45th in final point standings, racing in seven events, with one top 10 finish. On Sunday, July 14th, 1974, at Golden Sands Speedway, Plover, WI., Larry Baumel set the 4th fastest time, was 3rd in the fast dash, 4th in the fast heat and 7th in the Feature race. Ev Fox raced the 1969 Ford Torino in 1972 short track competition, the same car Larry Baumel campaigned in NASCAR in 1969, 1970 and 1971. Although the car weighed 1,000 lbs more than most on the track, Fox ran quite well, especially in the longer races. In the quote of the column Ev Fox. "I feel the greatest danger we drivers face is fire, and this car is better than most to protect the driver from fire." This from 1972, Fox commenting on how safe his ex-Larry Baumel 1969, Ford Torino, NASCAR Grand National race car was. The car was equipped with a fuel cell, window net and sturdier roll cage. Makes you wonder what the others had to incorporate safety measures. Questions, comments, opinions and other information welcome at Starmaker Multimedia 967 10th Ave N Ste A, Onalaska, WI. 54650. 608-783-5125 608-518-2478 or at dale@starmakermultimedia.com



The white #11 Chevy Camaro Larry Baumel campaigned in the Mid-1970s on the Wisconsin circuit.

Talkin' Racin' with Jason



Jason D. Searcy

I had the opportunity to chat with 16 year old Eden Prairie (MN) native and Joe Gibbs Racing ARCA series driver William Sawalich in the days just preceding the Menards 250 at Elko Speedway. Shortly after our talk, William spent the day with “the King” Richard Petty who was in Minnesota at Starkey Hearing getting fitted for some new hearing aids. Here is a condensed version of our conversation.

JS- Can you tell us how you got started racing?

WS- I always loved NASCAR as a kid and wanted to know how I can get into it or at least drive something, so my Mom and Dad saw an upcoming “Try it you’ll like it day” at the quarter midget track at Little Elko. That is basically where you can try it and see if you like it, then you can buy your own and keep on racing and that’s what we did. The first time I got into that car I loved it and didn’t want to do any other sport, and here we are now.

Running locally snowballed into racing some national touring events in the quarter midget, it was fun, building blocks for the future. Moving up to the Legends car was another learning curve, I started out

racing at ELKO with Tim Brockhouse, things snowballed again, and we kept learning and going to different environments and then we moved to Late Models.

JS- Talk about August 22nd of 2020 and that night at Elko Speedway.

WS- It was a special day, my first win in a Legends car, I was in second or third place, then took the lead and held on for the win. I remember having Tim Brockhouse on my rear end but it was a fun and thrilling win. I was doused by water in victory lane after my first win, I didn’t realize that was a tradition until it happened to me.

JS- How do you think the first half of your Rookie season with JGR is going?

WS- I think it’s gone great. From a learning standpoint, I’m learning so much about these ARCA cars. I’m still doing some Late Model stuff to fill some time and I have four truck races left and they are fun, different from ARCA, because they have stage breaks and live pit stops and a little denser field of competition. The ARCA races have been going well, we have speed everywhere, sometimes we haven’t had the luck or the finishes, but we are always there contending every time.

JS- I see you have been doing some racing in the Trans Am series TA2 division, how do you like that?

WS- We are just in that

to learn some road course racing. Being in a different type of car for road racing, it’s a little lighter and a little more downforce than an ARCA car and probably the same horsepower but the ARCA car is heavier. Those cars are fun to drive and good competition in that series, with a lot of good drivers.

JS- You finished Top 5 in the ASA Stars National Tour Super Late Model race at the Milwaukee Mile, how did you like it?

ARCA Racing photo



WS- That was really cool, one of the only Late Model races where you have to manage dirty air and keep your nose in the clean air to keep gripped up and have some downforce. It’s pretty cool to manage that, I don’t have much experience with that type of racing and I need to learn that for later on in my career as I get to mile and a half tracks and even the mile tracks like Milwaukee which I will be going back to with the ARCA cars and the Trucks in August.

JS- Do you spend most of your time now in Charlotte (NC)?

WS- That’s where I need to be. That is where the Toyota performance center is, that’s where I work

Talkin' Racin' continued on page 8

Returning Home



Eric Bronson photo



Bruce Nuttleman photo

Talkin' Racin' continued from page 7

out and get all my nutrition done, also the sims are down there, I do simulator work every week with TRICON and JGR so it's busy down there, but I try to come up to Minnesota as much as possible.

JS- Who do you rely on when you need racing advice?

WS- I've been talking to Ty Gibbs a little bit and he has been very helpful with me in my development, he has a lot of good tips. It's good to talk with him. I'm with Team KHI, Kevin Harvick's group. He has been very helpful, he has been around for a long time, he has a lot of experience pretty much everywhere I'm going this year so it is very nice to get tips from him.



JS- You are doing many driver appearances this week, how do you like interacting with a crowd of fans?

WS- It's really cool to connect with the fans, sometimes they bring cool things for me to sign. I'm honored to sign some of the stuff they have, sometimes there are a lot of good race car drivers' signatures on the hat that I'm going to sign, so it's cool to connect with them and see what they will bring.

JS- How would you describe Elko Speedway?

WS- Elko Speedway has wide sweeping corners, not long straightaways but the corners make up for it. It's a lot of speed in a Legends car, for a full bodied stock car it's still a lot of speed, keep your momentum up in the corners. The facility is really nice, and the track is well kept. It's fun to be back at ELKO.

JS- What would it mean to you to win the ARCA race at ELKO?

WS- It would mean a lot, it goes back to my roots in Legend car racing, back to my first win in a Legends car, it would be very special and definitely a highlight of the year.

William ended up starting the ARCA race at Elko from the pole based on practice times, and after a rough race, ended up second at the end of the day.



**Prior Lake, MN
(952) 447-7773**

**Proud Sponsor of
Bandolero Driver
Aiden Kubiszewski**



Micro Sprint Big Pay Day



*Clayton Hofteig picked up a big win in the
Micro Sprints at Ogilvie Raceway*

Follow us on Facebook, Twitter and YouTube

www.facebook.com/themidwestracingconnection
[@MidwestRace](https://twitter.com/MidwestRace)
www.youtube.com/theracingconnection



Dangerous Dan



Dan Margetta

While the racing action has been enjoyable to watch, on a personal level this season has been challenging. The latest blow came during the evening of May 28th when I was at Slinger Speedway when we received word that our radio colleague Ed Cluka passed away at the age of 84. The LTN Hour (Let's Talk NASCAR) radio show was founded by Todd Behling just before the 1985 season and Ed was an avid listener who joined about 2 years later to provide technical expertise. I joined them in October 1989 while Matt Losee and Brian Schmitt came onboard in later years. When it comes to matters of the radio show, Todd, Ed, and I were the only ones who knew the whole story from the syndication efforts, sponsorship hunts, affiliate relations, and any other issues we faced during the last 34 plus years. When someone you worked that closely with for such a long time is gone, it strikes deep and it's hard to put those feelings into words but that's kind of what this column is for, so I'll give it a try.

Ed Cluka was a dedicated "racer" in just about every sense of the word. While he didn't turn many laps on the track behind the wheel (Although if you ever rode with him on the street you would quickly learn he thought he was another Dale Earnhardt as you hung on tightly), he avidly followed every racing series he could and was especially intrigued by the technical side of the sport. I first met Ed when I was given the opportunity to answer phone calls for the radio show after writing a letter to Todd Behling for a college mass communications assignment. At first, Ed would show up early for the show and hardly say a word as he read the many racing papers he brought. Eventually, after I was able to answer some listener questions and sort of prove I was just as into racing as him, our conversations were almost non-stop. He worked for Bassett Racing Wheel at the time, and he gave me a pretty cool Bassett racing jacket that I wore everywhere. I can't tell you how many people at the time asked me where I got that jacket and how much I had to pay for it. When I told them Ed gave it to me, many of them didn't believe me because they said 'Ed Cluka didn't give anyone anything for free.'

Well, he gave me that jacket and later on he once told me that Dale Earnhardt Sr. was the only NASCAR racer who didn't pay for wheels. I'm sure there are many others out there who I don't know about, but it's cool to think Ed thought of me in the same high regards as Dale Sr.

Most of the many racing contacts I have made occurred as a result of being introduced while hanging out with Ed Cluka. In the early 90's, after a rain-out at Madison, because I hung out with Ed, I got invited by association to go bowling with Ernie Irvan, Michael Waltrip, and Sterling Marlin. We all went to Viking Lanes in Stoughton and soon the place became packed when fans began to figure out where we were. Another year, I rode with Ed in his van to pick up Dick Trickle and Ken Schrader from the Madison airport. Schrader's pilot came along too which meant I didn't have a seat, so I sat on some race wheels way in the back of the van. Ed was hot-dogging for the NASCAR guys and every time he would take a corner at break-neck speed, the race wheels would dump over and send me flying off. After seeing Ed, Trickle, and Schrader laughing so much I soon figured out they were doing this on purpose and I was the entertainment. While somewhat embarrassing at the time, I now look back at that as one my coolest racing memories. Another time, in the Las Vegas garage on an early morning I was kind of hungry and the concession stands weren't open and the media center didn't have food out yet. Ed told me to come with him and we went behind the Hutcherson Pagen parts truck where kind of a make-shift tent was set up. "He's cool", Ed said to the guy at the tent as he pointed to me. Once inside, a full blown breakfast buffet was set up and man we ate like kings. "You gotta know people to get in here", Ed said, "And now you know the Hutcherson guys." I'll admit I did go back to the Hutch tent a few times after that and was let in without a problem. Other times I helped handing out literature and catalogs for Aero Race Wheels, KRC Racing Products, and Hepfner Racing Products in the Cup garage with Ed which helped break the ice and led to introductions to several crew chiefs and crew members. Another time at Vegas, the line for the media center elevator to get to the second floor where we needed to be, was bottle-necked pretty deep with people. Ed noticed a worker going into a freight elevator nearby and convinced him to take us up with him. Mark Garrow from PRN saw what we were doing and jumped in before the guy could close the door. Garrow made a comment that was something along the lines of us Milwaukee guys being smart. Just then the worker asked, "Who's from Milwaukee?" and when we told him we were, the guy remarked, "No kidding, me too. I used to live near Sherman Park." Garrow just shook his head in disbelief at the chances he would somehow be skipping the regular line in a freight elevator in Vegas with three guys from Milwaukee. It was kind of funny at the time. Ed was great to hang with at the PRI trade show in Indianapolis and I got introduced to a ton of vendors and racing people through him.

Earlier I mentioned what an adventure driving

with Ed was and I can tell you one time that really stands out with me also occurred in Vegas (I know what happens in Vegas stays in Vegas but I'm pretty sure these stories can be told now). Because the radio show was on before sunrise in the Pacific time zone, the Vegas routine always consisted of me catching a cab from wherever I was staying at 4:30 am down to New York, New York where Ed always stayed. They even gave him a silk tie once although I never found out how much he had to gamble to get it. A favorite saying of Ed's when we were in Vegas was "You can't win with scared money!" Anyways, we met and got in Ed's rental car which was a Chrysler 300 (The model that always looked like it got punched in the nose). We took the strip all the way to the track because there was no traffic at that early hour except for one car that appeared to want to race us. At a stop light we saw it was the crew from the #97 Roush car and the race was on. We were flying down the strip and at the end, it appeared the crew guys were going to win as they were going to enter the tunnel before us in line. Ed wanted to win so bad, we flew in the Out side of the tunnel and stole the win. It was the equivalent of a bump and run victory but we won. When Todd, Ed, and I were asked to do an appearance at a NASCAR collectible store in Oak Brook, Illinois in 1995, Ed was the right choice to carve through the Chicago traffic to get there. The appearance consisted of us and Joe Ruttman, who drove the Roulo Brothers ARCA car. I'm sure you remember the yellow #39 Pedigree food for dogs car (saying dog food always got you soundly scolded) and a lot of people showed up. Oak Brook was the headquarters of McDonald's at the time and one of the guys who stopped to talk to us gave us his business card. It was quite the OMG moment when we found out he was the CEO of McDonald's and said he listened. Unfortunately, no sponsorship ever materialized from it, but it still was a cool moment. Ed also showed me how to drag-brake at the Milwaukee Mile during a media event for a NASCAR test. For some reason they let people take their cars out on the track and the photographer Russ Lake and I hopped in Ed's LTD (we probably would've rolled over if he had the van) and he barreled into turn one explaining how to remain somewhat on the gas with the right foot and applying the necessary braking with the left foot. We "dragged" the brake all through turns one and two with the tires squealing but when we came off turn two, we were surprised to see the back gate sitting swung open across the backstretch. After some defensive maneuvering, we didn't hit the gate but the ride was over. Besides, Russ had a white-knuckle grip on the back seat and he definitely wanted out.

If I have the most hours standing on the roof at Slinger Speedway, Ed is most likely second as before getting older slowed him down, he brought his chair up there every week to watch. Sometimes, he would argue calls I had to help make or his race comments

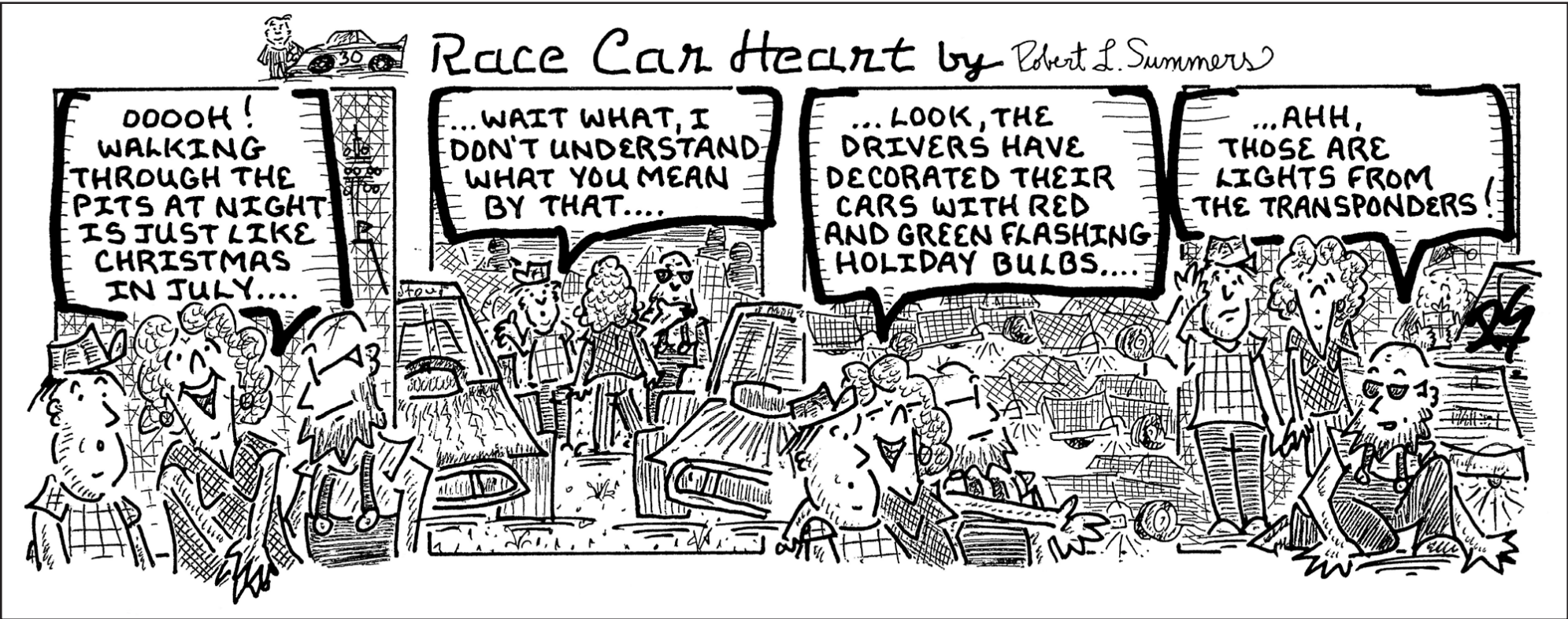
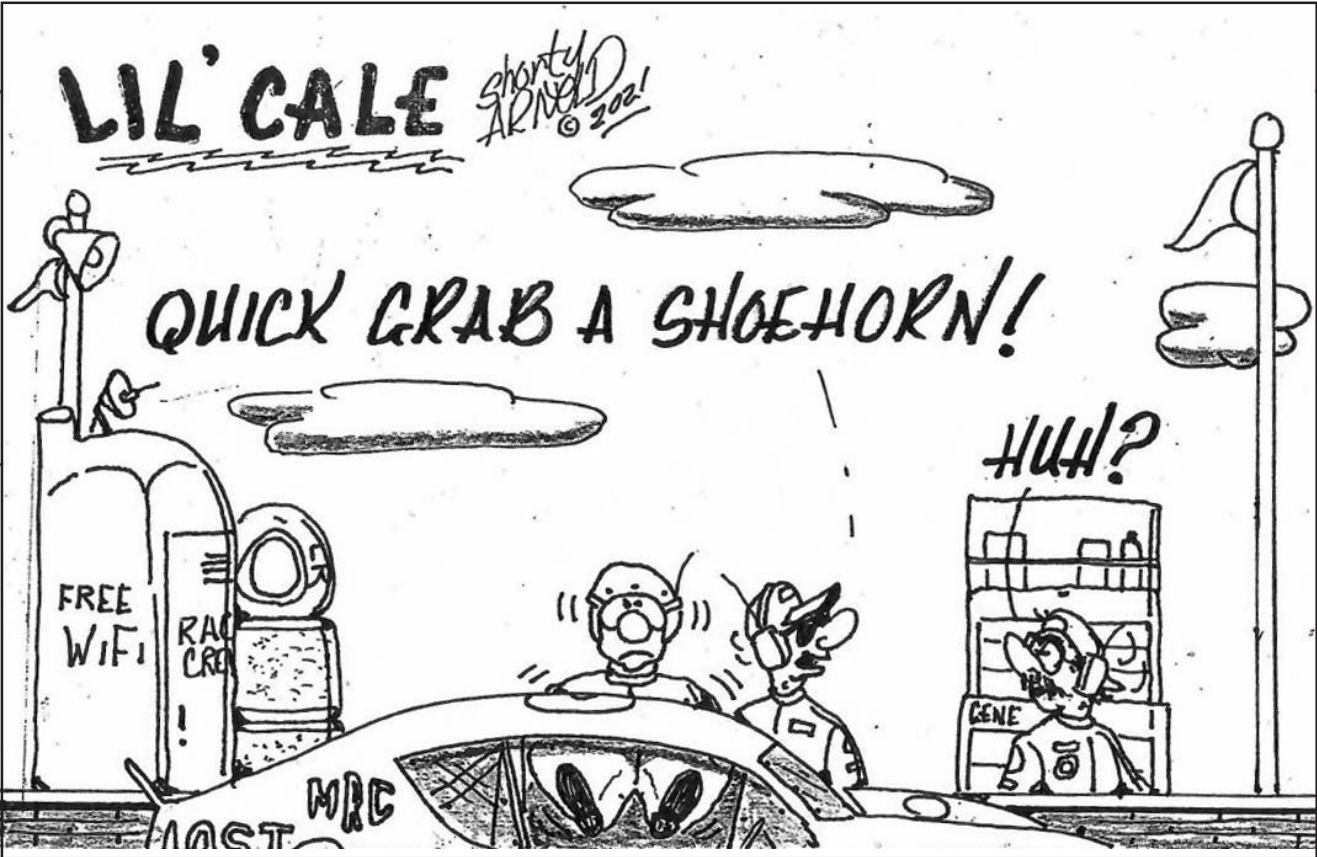
Dangerous Dan continued on page 10

Dangerous Dan continued from page 9

would appear on my YouTube race videos. When Kyle Busch suffered a flat tire way late in the 2010 Slinger Nationals, that's Ed's voice on the video saying "Now he'll never come back." The next week at the Brickyard 400, I sat in on Busch's media press conference and someone actually asked him about it. I called Ed right away and we got a kick of it. Ed was just as dedicated to the radio show and constantly pushed us all to be our best. About the maddest I ever remember him being at me was at the Milwaukee Mile in 1994 for our yearly remote from the NASCAR Busch Series (now Xfinity) race. We ordered brand new headset microphones for our remote and when I opened them at the track, the connectors weren't soldered onto the cords. It was two hours to show time and we were screwed in our current situation with no microphones. Ed was livid I didn't check this earlier and instead went to the Metallica concert at Summerfest the night before. I ran down pit road and tried everything to get those connectors attached and trips to the Racing Electronics truck and even the NASCAR hauler were fruitless. While frantically wandering the garage area, I ran into the crew guys from the Mac Tools car who I caught a ride with to Summerfest from the track the day before so I could meet my friends at the concert. One of the guys did all the ignition wiring and said he would give it a shot at getting the headset connectors attached. Miraculously, he was able to get them all attached and I made it back to the media center to do the show with about 15 minutes to spare. I can still see Ed proclaiming "Lucky was my F'N middle name" as the show went off without a hitch.

When Ed couldn't do the radio show for a few weeks this year we knew his health issues had gotten serious as he would never miss a show. During the

final show he was on, a caller asked a question about what Ernie Irvan was up to. While on the air, Ed pulled out his cell phone and called Ernie and the listeners heard the conversation through Ed's microphone. Ernie agreed to be on and we called him back to have a proper connection. That original exchange between Ed and Irvan while still on the air was so awkward yet it was a perfect microcosm of what Ed on our show was about. He just got things done and we are sure going to miss him going forward. Thanks for 34 plus years of memories, experiences, and friendship. Rest in peace buddy.



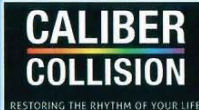
NAPA

CEDARLAKESPEEDWAY.COM



CEDAR LAKE SPEEDWAY

CELEBRATING 66 YEARS!



WWW.CEDARLAKESPEEDWAY.COM • 715-248-7119

36th ANNUAL

\$50,000
TO WIN!

\$250,000
Total Purse



AUG. 3-5

WE WANT YOU!

USA NATIONALS



23RD ANNUAL

TERRY RICHERT
MEMORIAL

SATURDAY, SEPTEMBER 9th

FEATURING IRA 410 OUTLAW SPRINT CARS, 360 SPRINT CARS
& UMSS TRADITIONAL SPRINT CARS

15 MINUTES EAST OF STILLWATER
WWW.CEDARLAKESPEEDWAY.COM

THE MIDWEST RACING CONNECTION

Photo Gallery



*Michael Bilderback wins in front of a packed house at Rockford
Jeff Taber photo*



*Jefferson Speedway point leader Jason Erickson
Jess Riedner photo*



*Sawalich, Kraus and Fenhaus go three-wide at The Milwaukee Mile
Doug Hornickel photo*



*USMTS Modified point leader Rodney Sanders
Russ Wheeler photo*



*Four-wide WISSOTA Super Stock action at Cedar Lake Speedway
Kyle Kingman photo*



*Great North Legends action with the Brockhouse Brothers (Ayden & Ayrton)
Dan Plan photo*



RACE CAR ALLEY!

FRIDAY, JULY 14TH

Downtown Lakeville, Holyoke Ave. & 209th St.

4:00 – 8:00 p.m.

Part of the Pan-O-Prog Summer Festival!

Meet the Drivers! Prizes, Giveaways Scavenger Hunt

Drawings for Elko Speedway Tickets

Temporary Tattoos Tire Changing Competition

Remote Control (RC) Cars,
With Youth Impact Racing!



Presented By:



Plus Fireworks

**ASSEMBLY
PRODUCTS INC.**

**ALL STAR
SHOOTOUT**

**DELLETS
RACEWAY PARK** EST. 1967

THE DELLETS RACEWAY PARK ALL STARS WILL SHOOT IT OUT

SATURDAY JULY 22

ONLY AT DELLETS RACEWAY PARK

\$5000 to Win
UMA PRO LATE FEATURE

**INCREASED LAPS AND PURSE
FOR ALL DIVISIONS**

75 LAP UMA PRO LATE FEATURE

35 LAP UMA MODIFIED FEATURE

35 LAP UMA SPORTSMAN FEATURE

25 LAP UMA BANDIT FEATURE

GENERAL ADMISSION

ADULTS (18+).....\$15

SENIORS (65+).....\$12

MILITARY & EMS.....\$12

STUDENTS (13-17).....\$10

12 & UNDER FREE (WHEN
ACCOMPANIED BY AN ADULT)

FAMILY PACK.....\$40

FOR TICKET INFORMATION
DELLSRACEWAYPARK.COM OR 608.253.7223



N1070 Smith Road
Wisconsin Dells, WI

First Time Winner

Nick Schnieder has four Figure-8 Championships and one Road Runner Challenge Championship at Rockford Speedway. Nick raced in the Road Runner division from 2014 through 2018 and never had a feature win until Saturday night June 10th on Bus Race night at Rockfor Speedway. Nick is joined in victory lane by Rockford announcer Eric Huenenfeld



Jeff Taber photo



DOUBLE LM FEATURE NIGHT! SATURDAY, JULY 29TH, 2023

DOUBLE LM FEATURES - SPORTSMEN - HORNETS - HOBBY STOCKS - 6 SHOOTERS - HSRA



FRONT GATES 5:30 PM - QUALIFYING 5:30 PM - RACING 7:00 PM - LACROSSESPEEDWAY.COM - 608-786-1525



SUNDAY NIGHTS

Gates: 4:00 p.m. Opening Ceremonies: 6:00 p.m.

SUN JUL 16

SALUTE TO BRYAN GAPINSKI

BADGER MIDGETS
MSA 360 SPRINTS
WISCONSIN LEGENDS



SUN JUL 30

**BMARA RACERS REUNION
PRESENTED BY
PATIO PLEASURES**



FOR MORE INFO & TICKETS VISIT ANGELLPARK.RACING



FRIDAY NIGHTS

Gates: 6:00 p.m. Qual: 6:15 p.m. Racing 7:30 p.m.

THU JUL 13

**THURSDAY NIGHT
STREET DRAGS**

'ONE ON ONE' DRAG RACING
PLUS SHINE N' SHOW CONTEST

FRI JUL 21
**IMPACT SURVIVAL SERIES
300 LAP ENDURO**



**IMPACT
SURVIVAL SERIES**

FRI JUL 14

**BOBCAT OF JANESVILLE
KIDS NIGHT**

DOUBLE FEATURES



FRI JUL 28

**FINKS PAVING OF
MOUNT HOREB
RACERS' REUNION NIGHT**



DOUBLE FEATURES

FINK'S
PAVING | EXCAVATING | CONCRETE

FOR MORE INFO & TICKETS VISIT MISRACING.COM

Going in Circles



Charlie Spry

Madison International Speedway has a lot of special events on their schedule this year, leaving room for only a few nights with their “regular” divisions.

One of the divisions that is quickly becoming one of my favorites is the “Misfitz” division. Comprised of cars that don’t really fit into any singular division at the track, it is comprised of some of the old sportsman class cars, asphalt modifieds, old stock stub type late models, 602 late models, trucks, you name it. The car counts started out kind of slowly, but it is starting to catch on and become very competitive.

One of the new drivers in the division has kind of caught my eye. Youngster Tanner Berge races here on a limited schedule with his 602 outlaw car, and right away served notice that he is going to be tough to beat here or any track he shows up at. He won one of the features on the first night the division was scheduled and finished second in the other on a twin feature night. In talking to Tanner afterward, he surprised me by saying, “This is only my second race (night), period.” He drove like a twenty year veteran and is also a very friendly guy to chat with. He is one of the drivers you just wait and see how far he can go in the sport.

The late model division here looks to be a season long battle between Zack Riddle and Bobby Wilberg. The pair puts on some real strong racing with each other. There are others that I am sure will be in the mix now and then, but for right now it looks to be between this pair.

I always enjoy talking to late model veteran Paul Dygon. Paul races here weekly and also does some of the Big 8 races. With being present all of the time, this helps him at the end of the season with final points, saying, “Last year I finished fifth in points. At my age I am happy to be out there and have fun. There were only two times last season that I did not get lapped, but I get down and stay out of the way and don’t cause issues. I have never had anyone complain to me or about me.” Sometimes, just being there at the end can bring out some pretty surprising finishes and certainly helps in the points situation. Keep on racing, Paul. I love seeing you out there!

Also took in the “Alive For Five” super late model series show here. A nice field of super lates were on hand to do battle in twin 50 lap features. Luke Fenhaus looked very impressive in winning both of

them.

Veteran driver Curt Tillman was present and ran the first feature but not the second one. It would turn out to be his last race, as unfortunately, Curt passed away during the night following his last race. He truly got to do what he wanted, right up to the end. He had been a familiar face throughout the midwest for many years, racing with numbers 40 and 101. R.I.P. Curt! You will be missed!

The area sportsman cars raced as well, with only about 10 of them present, and only one from the “area,” that being Mike Taylor. Kudos go out to Mike, who generally will race every event here if he can. He is a very loyal supporter of racing here and at other tracks as well.

602 late models were also present, with Hunter Stenson coming home the victor. Filling out the show were the High School Racing Association Six cylinder racers, with Jackson Martindale sweeping.

With this being the last season of racing at Rockford Speedway, I thought that there would be a few drivers making the trip here that normally race at other venues for at least a time or two, and I have been correct on that.

One Saturday night Thrillin’ Dylan Schuyler came down from Jefferson to race with the late models. “Twenty-six years of racing, and I have never raced here,” Said Dylan. “With this being the final year, I thought that I needed to get down here to race at least once.”

Although the track can be kind of scary for anyone racing here the first time, Dylan had a good experience, saying, “It was fun. It went better than I could have hoped for. Of course, in my dreams I come home the feature winner, but that isn’t realistic. Everyone here was super easy to work with, and everyone treated us very well. We went forty laps without a caution and I had a ton of fun.”

Dylan recorded a second place finish in his heat and 12th in the feature. His resume includes three third place points finishes at his home track in Jefferson as well as 12 feature wins over the years. He does not travel a lot but has raced at several different tracks during his career, including Jefferson, Columbus, Lake Geneva, Slinger, LaCrosse, Dells. “Whenever I do get to a new track, I don’t want to be someone that is in the way and not up to speed,” Said Dylan. He did very well.

His Dad, Ron, had raced for years but quit when Dylan was born. Ron noted that he raced here once in 1971 and once in 1980. His uncle, Rick, raced here quite a bit more than that.

Rockford has run “Spectacular Drags” for many years, and I have always enjoyed them. This is the one-on-one event where anyone can take a street car and race each other in elimination format. Over the years I think I have seen just about any type of vehicle out here at one time or another. I get a kick out of the hot rod hearse that shows up on occasion with open headers. I can’t

think of another track that has ran this type of event for so long. Really going to miss this when the place is gone.

Have seen some improvement in some drivers here this year, as Bandit racer Mike Mahurin is getting much faster. He is now leading and running near the front of features quite often.

Noah Mack has been around the track for a long time, hanging out with the Nighswonger family. He finally found the urge to race just too irresistible, so he got behind the wheel of a car for the Sixer division that had been raced in an enduro by Jack Williams. His first night out he started in the back but looked good in making nice laps with a good line. He has been watching for years, so he knows what to do. Nice to see people fulfill their dreams.

At the Lafayette County Speedway, a few drivers have made some really nice improvements in their racing.

A-Mod racer Brandon Leverington is really coming on. He recently ran amongst the top competitors, and that includes a night where Jeff “Bone” Larson was present and won the feature. If you can run with him you are doing things right. I would say a feature win and more are coming for Brandon. Besides that, his #111 machines always look really cool! Look for an article on Brandon and the whole Leverington family next month.

Sportmod racer Jaron Groshans is only in his second year of racing but is making great progress this year. He also has the capabilities of winning races now and is coming along really nicely in his racing program.

Some new drivers are showing up also as we go towards mid-season. Joshua Pink II has come out with a Sportmod. Josh had the car late last season and raced at the end at East Moline, Illinois, and a couple of times at 141 Speedway in Wisconsin. Hailing from Monroe, Wis., those two tracks were quite a haul from home. He has started racing here at LCS which is a much shorter tow!

Also coming out to race in the four cylinders one night was Doyle Cavendar, who had been doing some racing on the asphalt at LaCrosse on occasion as well.

Another new driver is Ross Crist, who is racing

Going In Circles continued on page 16



Branden Aeling photo

Going In Circles continued from page 15



Branden Aeling photo

in the four cylinder division. Ross looked impressive in winning his heat and then the feature on his first night of racing here.

Nice to see more returning drivers as the season goes on. A Mod racer Dave McClain is now out racing in his familiar #86 machine. Dave has a long history of racing on both paved and asphalt tracks, as he ran years ago in the old ARTGO pavement late model circuit and has been racing a dirt mod for many years.

Also, nice to see hobby stock racer Corey Cullen back out. Corey is busy farming but tries to get out later in the year to do some racing, and it is nice to see him back out.

fixture here for many years and has been involved in the sport his whole life. “I was told that I was brought to the races as an infant,” Said Sean. “My Dad owned cars that were driven by Skip Kennedy in the Dubuque area, so I was brought up around the sport from day one. I have a tribute to him on the back panel of my

Jeff “Bone” Larson is back racing here as well and has racked up a pair of feature wins so far this season here, as of this writing. I have tried to put together a list of all-time feature wins for this track since they have reopened in the late 1990’s, and Jeff now has 51 A-Mod feature wins in that time. He is closing in on the all time leader, Steve Wetter, who has 55, by my calculations.

Modified racer Sean Rupp has been a

car,” as he showed me.

Sean then got the start of his own career back in 1989, racing at Dubuque and Vinton. He would soon travel more to Freeport, Independence and others. “it was always in a modified. I have never really raced in any other division, maybe raced a borrowed car once or twice, but it has pretty much always been a modified.”

With a career that has lasted that long, Sean reports racing at many, many tracks, saying, “I have raced on about thirty different tracks. I went down to Fort Smith, Arkansas, Beatrice Nebraska, and of course, I have raced at the Nationals at Boone a few times.”

One year at Boone sticks out for Sean. “ I think it was in 2002. I won two heats, 1 B-main, and was fifth in points on Friday night, then got wrecked. This was before they ran sportmods there, and there were



Branden Aeling photo



Branden Aeling photo

something like 400 mods present.” The Boone supernationals is a very hard show to even qualify in.

While Sean has raced all over, he really has not raced that much in his home state of Wisconsin, other than locally. “I have never really went further north much in Wisconsin to race. A lot in Iowa, Illinois, Nebraska, Missouri.” His hometown is Georgetown, Wisconsin, which is in extreme southwestern Wisconsin.

It is hard to miss the slogan on the back panel of his car, “Older Than Dirt.” I asked Sean about this and he replied, “Well, I am almost sixty years old and have been doing this a long time. I am one of the older guys out there, so we put that on here. Steve Johnson in the #77 is older than me, and last year he put on his “Older than Rupp.” So, I added on, “But not as old as Johnson.”

Although considered one of the top drivers in his division, championships have been elusive. “I got real close one year at West Union. I also finished second

Going In Circles continued from page 16

at Maquoketa in 1990. Just never quite have gotten over the hump,” Said Sean. He also reports his last feature win as being in 2009 at Lancaster.

Racing weekly here at LCS, Sean says that he has found a home. “The track prep is great here. It is a very laid-back atmosphere that I like. The track officials will listen to you if you have a problem or question. I really enjoy it here.”

He had been racing weekly here as well as at Dubuque, but started concentrating just once per week, now here at Darlington only. I think it has paid off, as he is running consistently well in the top five during features.

I know that I enjoy seeing Sean race here with his “Bad One-Five.” (Car number 15). and as he calls it, “The older than dirt tour.”

Sean races with help from many sponsors,

including, BJS investment properties and storage, John’s body shop, Sweet farms, Windy hill repair, Smoky’s speed shop, Rad garage of Aledo, Texas, Tri-state directional drilling, Georgetown taxidermy, Busch’s exterior cleaning, and Digman race products.

On a final note, as the month wore on, we lost more good racing people.

Recently, Rich Swartwout passed away as the result of a highway crash. Rich was a fixture at the Rockford Speedway, as along with Adcock Towing, he was one of the wrecker operators who assisted in operations here.

Rich was known to be kind of gruff at times, but had a heart of gold, and would help anyone, anytime. In his younger years, he was well known for racing his pink #21X car in the figure-eight events, until a devastating crash ended his racing career. He then spent many years at the track, often having to work with drivers at their worst moments. Rich was always

good to me. In the middle of the winter one of my street cars died on the way home from work and I gave Rich a call. He was prompt in getting the car back to my place for a very, very reasonable amount.

We also lost Darlene Schmelzer. Darlene and her husband Bob were fixtures at race tracks all over for many, many years. Bob was often at the pit gate and Darlene did some scoring and other duties. The pair ran the Columbus 151 Speedway from 1969-1974, usually running on off nights to entice all of the top drivers to race there, and they did. Their children were involved in various duties as well, similar to how the Deery children were.

Being good friends with son Gary, I got to know the family really well. Just fantastic people.

MSRA Back to the 50's Show

The Back to the 50's car show is held each year in June at the Minnesota State Fairgrounds. The 2023 version was the 49th annual event. IMCA Oldtimer members Rob Caho (left photo) and Jim Kulseth (right photo had their vintage race cars on display in the Gillund Enterprises/Justice Brothers display on Machinery Hill.



SUSPENSION

ACCESSORIES

TOOLS & TECHNOLOGY

FACTORY SUPPORT



I.M.C.A.

OLD TIMERS

Preserving The Past

**TQ's Midgets Sprints
Modifieds Coupes
Stock Cars**

Exhibition Oval Track Racing
imcaoldtimers.com



Racing Nuggets



PJ "Jacklyn" Nuttleman

I don't know if it's the spiking summer heat with drought-like conditions around the area, or if it's just the frustration of racing and life, but there has been an over-abundance of negativity bubbling up at tracks and on social media. Complaining about tracks, series, drivers, and basically anything under the sun.

Some of you—and you know who you are—insist on twisting everything into a political rant. We get enough political BS in our daily lives. Racing conversations—in-person or on social media should NEVER devolve into a political affiliation snipe-fest. Our sport should be an enjoyable escape from that stuff.

The proprietor of this publication, Dan Plan made a very innocuous post on social media about the folks from the city who come out for a smash-fest night at a track. He commented that he wished they would consider returning to watch some actual racing during

Throttle Control of Mouths and Minds

the regular season as well. We need to grow the next generation of racers and race fans if our sport is to continue for the next generation.

Dan ended up deleting that post because it was hi-jacked by negative comments about the track and it eventually was filled with political barbs being tossed back and forth by people.

WHAT-IN-THE-WIDE-WORLD-OF-SPORTS?!

And if that's not bad enough, we have drivers complaining about race directors having "favorites." That one has been a long-standing whine across generations. Now, I realize that race directors are humans and they certainly may have people they don't care for a whole lot—but at the end of the race day—they just want to get their respective programs in and wrapped up cleanly in a timely manner with as few wrecks as possible.

Truth be told, on race days—race directors probably hate ALL of the drivers, particularly if they're being overwhelmed by the pressures of the job and exhausted by all of the whining.

You couldn't pay me enough to be a race director. It's one of the most important jobs on race day, yet it is a completely thankless job. You become the target of snarky comments and the butt of jokes by jaded drivers who feel they've been "wronged" by a decision.

But we need race directors, race tracks, promoters, series, and everything that makes our sport run. What we don't need is the endless droning negativity.

Admittedly, it took me several years myself to learn to just shut up and let the racers and teams handle things. Lately, when I feel the urge to chime in or defend someone I care about, I invariably delete the comment before I post. I try to ask myself, "What will

this accomplish?" And generally speaking, the answer is: "Absolutely nothing." Hence, the decline to post.

If you don't like a call that a race director made—have a CALM conversation with them AFTER the races. Don't like something that a series is doing? Find an appropriate time and bring it up in a CALM manner with the powers that be to make your point—but also understand that there are a LOT of moving parts that may be out of their control to make everyone happy in any given situation. We don't know what we don't know. Things always look simple from the comfort of our armchairs.

Thinking about dragging politics into an argument? DON'T. Just don't. For the love of God, please don't.

Racing programs aren't going to be perfect. After all, humans are involved. From the racers on track to the folks running the program, mistakes are going to happen. However, that doesn't give anyone a license to start a nuclear explosion of emotions on social media or at the track. That will do nothing for your cause and it might even make you look like a real Gumby when the dust settles.

Some of you could use a little Jesus. If you boil it all down—we ALL want the best for our beloved sport of racing. We want it to survive and THRIVE. So we're all going to have to work on keeping cool heads and practicing having civil conversations with one another. Call it throttle control for our mouths and our minds. I'd rather have someone new to racing see the best of what we have to offer, versus the worst example of negativity.

And God willing, I hope I never see another political comment on a racing thread again.

Salute to the Troops 100 at Jefferson Speedway

The ASA Midwest Tour made their annual visit to Jefferson Speedway for the Salute to the Troops 100. Three-wide action with Nottestad, VanDerGeest, Zehr and Mondiek (left photo) and race winner Dalton Zehr and team in victory lane (right photo)



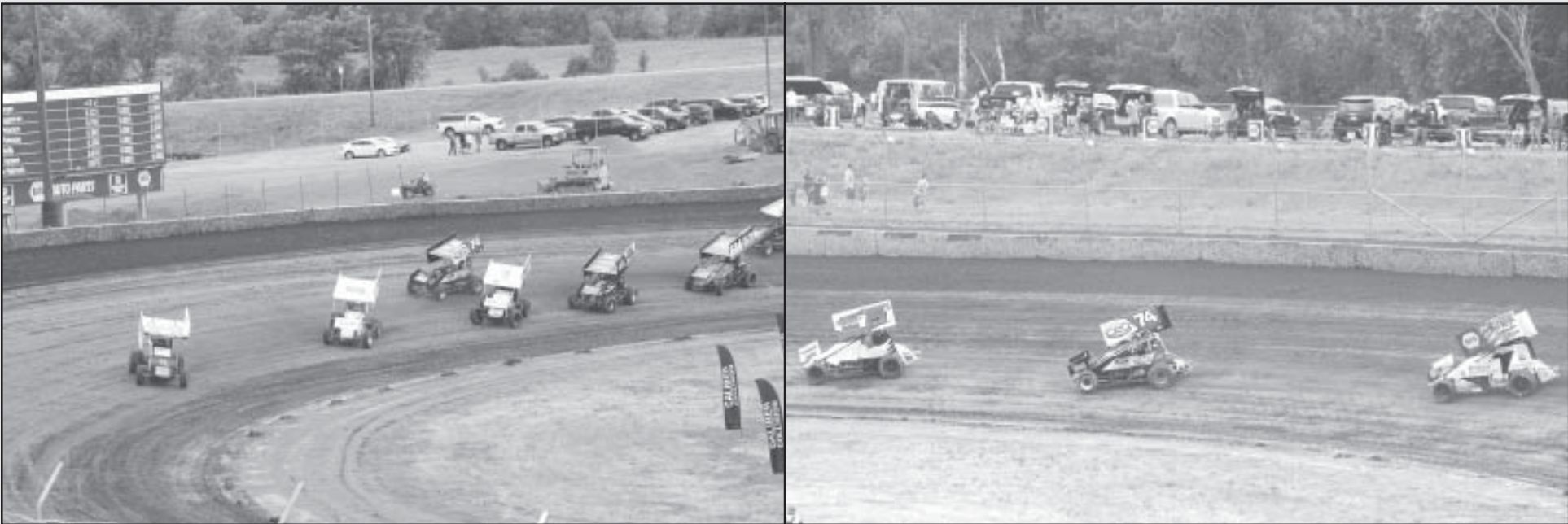
Doug Hornickel photo



Doug Hornickel photo

Record Car Count

The Upper Midwest SprintCar Series (UMSS) set a record for their Winged Sprint division on Kids night at Cedar Lake Speedway. The Winged Warriors brought 27 cars to the show which required a last chance race to be run. In an area of the world where regional Sprint Car racing on a weekly basis was nearly non-existent about a dozen years ago, the UMSS group now has a healthy field of Traditional (non-wing) and Winged Sprints.



ARCA at Elko

The ARCA Menards Series made their annual visit to Elko Speedway in the month of June. With qualifying washed out, the starting lineup was based on practice times. The pole position was awarded to home town driver William Sawalich. Venturini Motorsports driver Jesse Love took the lead on lap one and led the majority of the race on the way to victory lane.

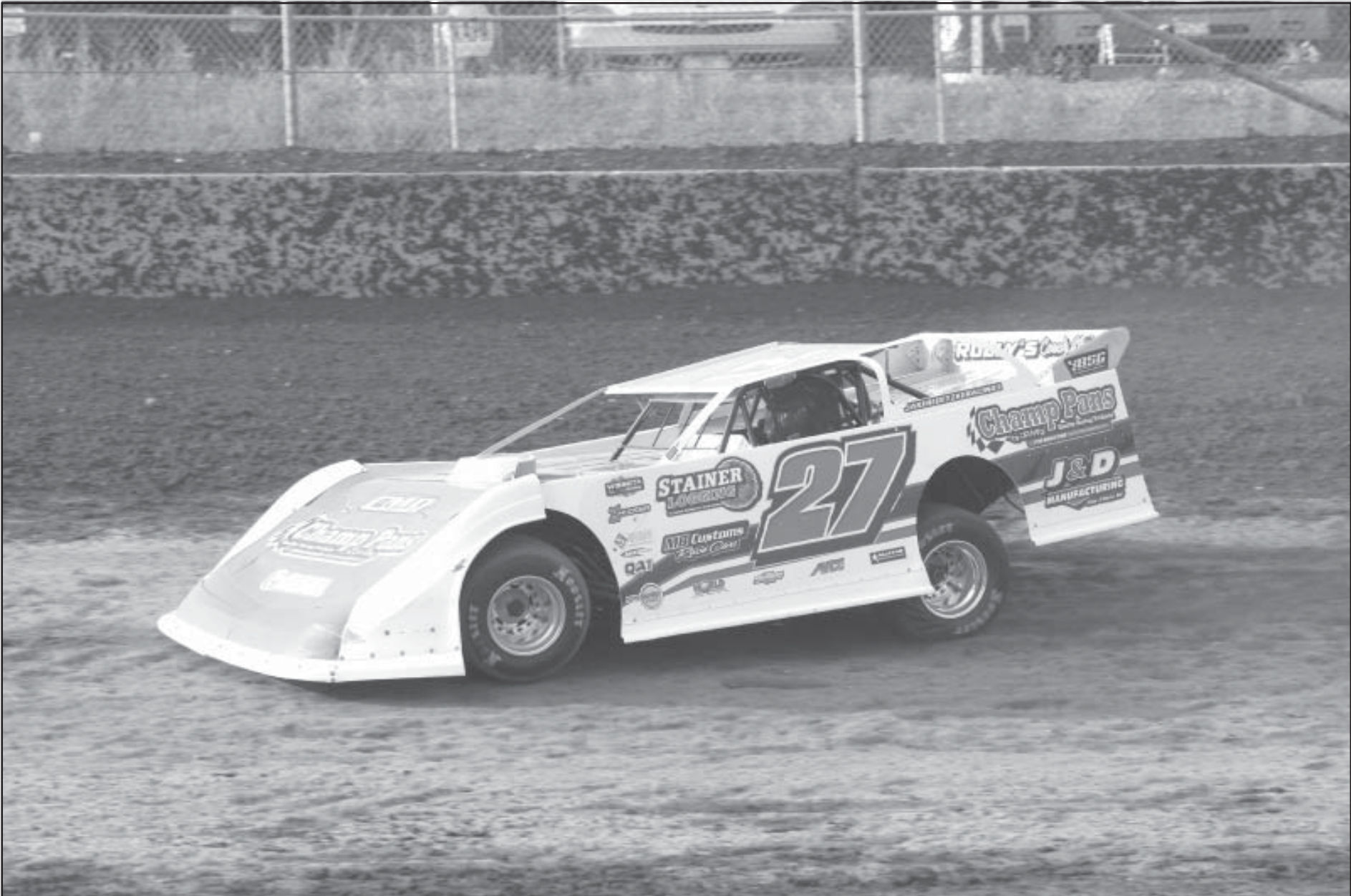
Dan Plan photo



Ryan Nuttleman photo

The Master of Late Models

Jake Redetzke had a phenomenal weekend during the 2023 Masters at Cedar Lake Speedway. Jake started off the weekend on Thursday night with heat and main event win. Friday brought challenging results with a 6th place finish in the heat, 3rd in the LCQ and 11th in the main event. Saturday saw another heat race win and then charging from 6th to the win in the \$11,000 to win main event.



Vince Peterson photo



Jacy Norgaard photo

Cool things from
Subscribers & Advertisers

Occasionally when subscriptions or advertising invoices are mailed in, we receive additional items. Here are just a few samples of items received so far this year. Thank you to subscribers Steve Melchert and Charlie Schwoch along with Stan from Club LaMark for mailing these cool items.

I enjoy your paper
Thanks for keeping a printed
Subscription available for us
"Old school" racing fans!
Steve Melchert

Charlie Schwoch

Hometown:	Payette, WI	Engine:	Ford 351 C.
Birth Date:	10/12/41	Car Owners:	Charlie & Donna Schwoch
Height:	5'11"	Wife:	Donna Schwoch
Weight:	180 lbs.	Career Chiré:	Donna Schwoch
Race Car:	2003 Taurus Valvoline Speedway Car	Years Racing:	Super Late Model V3
Owned by:	Jack Reusch, Driven by Mark Martin		Vintage Racing 9
Chassis:	Loughlin Racing Products		
	Kenneth Hopkins Front Stub		

CAREER HIGHLIGHTS:		TRACKS RACED AT:	
1968	Outstanding Driver of the Year	Wisconsin State Motor Speedway	1970-1992, 2022
1992	Bowyer Award	Golden Sands Speedway	1972-1977
1993	Most Spectacular Driver	Waukegan	1980-1991, 2022, 2023
1994	The Racing Community Award	La Grange Speedway	1973
1997	Most Distinguished Race Driver & CHSRA Club Member	Jefferson Speedway	1994-1996
1997	Congratulations Award	Wisconsin International Speedway	1987-1990, 2022
1997	Carstar	Waukegan State Motor Speedway	1980-1991, 2022, 2023
2003	First Inductee to Golden Sands Speedway Hall of Fame	Golden Sands Speedway	1990-1996
		Madison State Speedway	2012-2013
		Madison International Speedway	2014



THE MIDWEST
RACING CONNECTION

Father's Day at The Mile

The ASA Stars National Tour made their second visit of the year to Wisconsin on Father's Day at The Milwaukee Mile. Ty Majeski picked up the win.



(Doug Hornickel photo)

THE MIDWEST
RACING CONNECTION

Get your copy of MRC delivered to your home.
Yearly subscriptions just \$25

Mail this form with check or money order to:
The Midwest Racing Connection
P.O. Box 22111
St. Paul, MN 55122

Name: _____
Address: _____
City: _____
State/Zip: _____

The Midwest Racing Connection Directory Page



Downtown Shakopee
952-445-9668

GORDON EPPING, LLC
A Certified Public Accounting Firm

Gordon R. Epping, CPA

Phone (319) 361-0046

Fax (319) 826-3170

PO Box 2064

Cedar Rapids, IA 52406-2064

gordon@gordoneppingllc.com

FOREIGN & DOMESTIC REPAIR SINCE 1957

MAREK'S
TOWING & REPAIR, INC.

Repair Shop
Mon-Fri 7:00-5:30
Office: **952.469.3182**
Impound Lot
Mon-Fri 7:00-5:30
Sat & Sun 10:00-12:00
Fax: **952.469.7724**
20152 Kenrick Avenue - Lakeville, MN 55044
www.MAREKSTOWINGANDREPAIR.com

WILSON
RACE FUELS

Sunoco 110 Standard available in bulk.
Most competitive price in the Midwest.

Red Wing, MN
1-800-634-9666
www.wilsonoilcompany.com



Prior Lake, MN
(952) 447-7773



SELLNER
PLUMBING LLC

Licensed, Bonded, and Insured

Dillon Sellner
sellnerplumbing@gmail.com
612-599-9162
Residential, New Construction, Remodels, and Service



RaceFab

Street Stock/Sportsmen Parts

LaCrosse, WI

www.dearacefab.com

CLUB
LaMark
Madison's Race Car Bar

Where cold beer & good friends meet

1525 N. Stoughton Rd.
Madison WI 53704
608.244.4004

Weekday Lunch specials
Breakfast
Saturday & Sunday



18225 State 16
Houston, MN 55943
info@tobyraceproducts.com



<https://wehrsmachine.com>



Roofing • Siding • Gutters • Windows

Brad Peterson
651-815-8208

Follow us on Facebook, Twitter and YouTube

www.facebook.com/themidwestracingconnection

@MidwestRace

www.youtube.com/theracingconnection

facebook



You Tube

Superior Lubricant for Today's Farm Equipment.



ADDITIVES | LUBRICANTS | CLEANERS

JB® 80 LUBRICANT/ PENETRANT - 13 OZ.

- Eliminates squeaks
- Loosens anything rusted
- Protects metal from corrosion
- Displaces moisture
- Great fogging oil
- Good starting fluid

JB® HEAVY-DUTY CHAIN LUBRICANT - 13 OZ.

- Lubricates all types of chains
- Reduces friction and wear
- Anti-static formula
- Does not fly off
- Does not cake or gum
- Great for chainsaws
- Excellent for agricultural equip

Distributed by



Visit Your
Nearest
Retailer

Toll Free: 800-533-7492 • www.justicebrothers.com



ALL NATURAL
PRODUCT

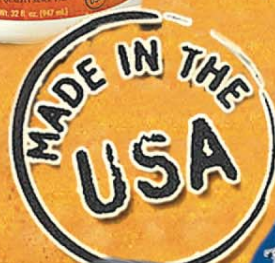
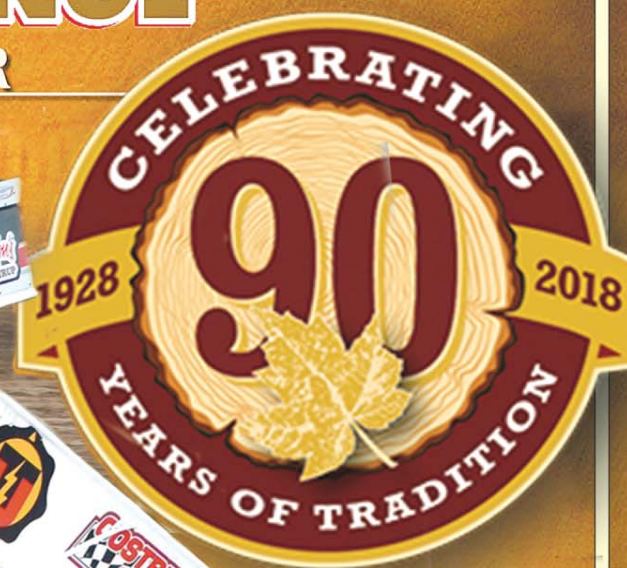
PRODUCT OF
THE USA



Anderson's

PURE MAPLE SYRUP

PURE QUALITY FOR OVER
90 YEARS



Breakfast Never Tasted So Good!

www.AndersonsMapleSyrup.com