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Gulf Coast Speedweeks



April 2024

Inside...



Talkin' Racin'



Racing History

Saturday April 27



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Publisher's Note
Racing According to Plan



Dan Plan

For the first time in ten years, I did not attend Speedweeks in Daytona. These days, Daytona should really be called Speed Days, as there is only action on the big track for a few days. It is no longer a week plus of action at the big track.

To kick off my 2024 season, I opted to visit the gulf side of the state of Florida. There is plenty of racing on the gulf side, and I really wanted to get to East Bay Raceway Park one more time before it is

**Gulf Coast
Speedweeks**

gone. My self-proclaimed "Gulf Coast Speedweeks" was a short trip, but a very enjoyable winter vacation. I went to East Bay on Wednesday night to start out my trip. East Bay is always unique, as the tide affects the track conditions as the night goes on. I was lucky enough to spend a lot of time with 2003 East Bay winner, and Wisconsin resident Terry Casey. If you have never met Terry, I would highly recommend

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THE MIDWEST
RACING CONNECTION



Preserving The Past

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seeking him out in the pits after a race. You will not be disappointed. At one point prior to practice, some race fans stopped by to look at his car. He told them, “If you want to know how to go fast, keep on walking.” Anytime you can hang out with racers, and they make you laugh, is a great time. Terry Casy will give you plenty of opportunities to laugh. “Terbo” Tyler Erb won the main event on my visit to East Bay, and in true Terbo fashion, he exited the car in victory lane wearing a jail suit.



My second night brought me to Auburndale Speedway in Auburndale, FL. I had several reasons to head over to Auburndale. Number one, as a race fan, I always enjoy visiting a new track. Number two, several people from home in Minnesota were on hand from the Great North Legends and Bandoleros. And number three, the Thursday night show had Tour Modifieds and 602 Modifieds on the schedule.

Reason's number one and two were completely satisfying. Auburndale Speedway provides good short track racing and is a very clean facility. Actually, they have the cleanest pit restrooms I've ever seen. Tim Brockhouse can confirm my statement. The Legends



put on a fantastic show, although Tim's kid did get penalized on a questionable call. Ayrton made the best of it and still had a podium finish. As an added bonus, I was given a free sample of boiled peanuts. I've seen boiled peanuts advertised at most of the Florida short tracks, but never tried them until this year. I'm now wishing I had tried them ten years ago. They are fantastic.

The third part of my visit to Auburndale was a bit disappointing. Through the years, I've learned to find the good through the bad. The show was scheduled to have Tour (NASCAR) Mods and 602(crate motor) Mods. Turns out, there were no (and I mean zero) Tour Mods and a grand total of six of the 602 Mods. While disappointed in East Coast Mod car count, there were plenty of other cars on hand with the Legends, East Coast TQ Midgets and Bandolero's. The TQ's were pretty cool, and I do have to give the 602 Modifieds credit for putting on one of the best races of the night. I've mentioned several times in the past, Raceway Park in Shakopee put on some of the best races I've seen with just six Super Late Models.

The 602 Mods did the same, with a last lap, last corner pass for the win. You can't beat that.

My last day of my condensed trip was scheduled to be one more visit to East Bay Raceway Park. Once I arrived in the Tampa, FL area I kept receiving “sponsored” social media posts for the Pro Superstar Shootout in Bradenton, FL. When I woke up Friday morning and saw another sponsored post, I decided to see how far Bradenton was from my hotel. Google Maps showed it would be a little over an hour to get there. I figure, what the hell. Go watch some Nitro drag cars and hit East Bay on the way back to the hotel. Sounded like a good idea, right?

Anybody that has ever experienced driving in Florida will understand this. Even though Google Maps told me it would be a little over an hour to get there, it ended up being about 2 hours. Traffic is terrible on the Interstate Highway system in Florida. Throw in tens of thousands of people attending an historic event at a remote location, and you're sitting in traffic for a long time. Needless to say, this event was well worth the wait. I had only seen Nitro cars one time previously in my life at Brainerd International Raceway about ten years ago. I forgot how loud Nitro powered Hemi engines are. When you can feel the noise, you know it is loud.

While my original Friday plan was to go to the drag race in Bradenton and swing by East Bay on the way back to the hotel, I scrapped that I idea and spent the majority of my day in Bradenton. I was totally satisfied with my decision.

These days we hear a lot about diversity and inclusion. My Gulf Coast Speedweeks trip included a diversity of race tracks (dirt oval, paved oval and drag racing) along with including a wide array of racers. I did my part to make the world a better place.





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Talkin' Racin'
with Jason



Jason D. Searcy

The 2023 season Elko Speedway racers awards banquet was recently held at Turtles bar and Grill in Shakopee. Jacob Goede #72 Late Model surprised many in attendance by announcing his retirement from full-time racing. Here is a transcript of a part of his speech.

“We put together a really good consistent year working through different rules and tires, various competitors being good off and on during the season,

it wasn't easy. We weren't flashy and didn't win every night. Five wins, 15 Top 3's in 21 starts, we were consistent and that is what paid off in the end. As the season went on it was clear it was a two-horse race with me and Jake Ryan. We bounced back and forth with just a few points different each night at the Race Track. We saved just enough to be good at the end, which was when it counted the most. 10 Championships in a row, unbelievable. I'm proud to be standing in front of you all. None of this is possible without great sponsors. My crew; Matt, Alex and

Randy, small but dedicated and most importantly my wife Erica, she provides the positive energy to the Goede Gloom.

All things must come to an end and 10 Championships will be it for now. I'm not quitting. I still think I can drive the shit out of a race car. I will still be at the track occasionally, just not full-time. I'm enjoying the quarter midgets with the kids, hopefully we can bring home some more ELKO Championships in 2024.

Good luck to everyone in 2024 and sleep easier now that the orange dreamsicle is not staring you in the mirror,” said Jacob Goede.

He will go down in the Elko Speedway record books at tying legendary driver Jeff Martin for the most premier division Championships with 10 and just edging Donny Reuvers who currently has 9. Goede shared a couple of the most memorable moments from his decade-long run of Championships at ELKO.

“The first one would have to be the 2019 National Championship. Going into the night knowing we had to win both features to have a chance, we set fast-time in qualifying and managed to win both features” said Goede. “I was so excited after winning the first feature, just knowing we had a shot now. Going into feature 2, we already knew Mike Looney didn't have a good night and if we won, the Championship was probably ours. Unreal how it worked out and very proud to be the only Minnesotan to win the NASCAR Advance Auto Parts Weekly Series National Championship,” said Goede.



Dan Plan photo



Dan Plan photo

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“Thinking back, the other best memories, is just kind of a general comment. I won my first championship in 2014, and Reese had just turned 2 and Erica was pregnant with Johanna. My kids have grown up at ELKO, watching me win all these championships. It’s special to me to see all the excitement driving into victory lane after a win, or see pictures of my kids cheering along the fence when I’m on the track. I’m proud to accomplish what I did, and to share it with my whole family,” said Goede.

Jacob mentioned that his 2024 season schedule is still up in the air at this time. He is tentatively planning on running the Icebreaker at Dells Raceway Park (WI) with his Super Late Model. He may race additional Super Late Model races if that goes well. He will go to the Opener at LaCrosse Fairgrounds Speedway (WI) and play it by ear. He plans on racing at Elko Speedway (MN) about 5 times or so to stay in touch with the place. “I want to make sure I don’t forget how to go fast and make sure everyone else knows that I can still go fast too,” Goede said with a laugh.

Jacob is sure to stay busy as crew chief for his daughter’s Quarter Midget racing at Little Elko Speedway.

Reese is 11 yrs old and this will be her 4th season. Johanna is 9, she just started last year so this will be year 2 for her. Audrey is 7, almost 8 and this will be her 3rd season already too.

Jacob said he grew up racing at the quarter midget track, some of his best memories as a kid came from racing quarter midgets. “I hope my kids will have the same experience. This season we will run 6 cars, 2 for each driver. All 3 kids won a bunch of



Dan Plan photo

rides last season, hopefully they can build on that and maybe bring home some more Goede championships,” said Jacob.

After 10 consecutive Championships and numerous Thunderstruck93 and Behrens night wins at Elko Speedway, this chapter of full-time racing at ELKO has been an enormous success. But Jacob is not yet ready to slow down and set up his trophy room.

“I don’t have a cool display of my trophies. The National Championship trophy is still in the same box,

and at the same location when I wheeled it out of the trailer when we got home from the banquet. Someday, I will set everything up so I can jog my memory that I used to be decent at driving a racecar,” said Goede.

The Goede’s plan on adding trophies to their collection in 2024 but the Elko Speedway Late Model Championship will not be one of them. Time to start a new Chapter and spread the now infamous Goede Gloom to some other tracks across the North.



Going in
Circles



Charlie Spry

The 2024 racing season is going to be a bit different for me. For fifty-four years I had attended races at the Rockford Speedway. Sometimes only a couple of times a year, but most times 20 or more per year. Now as reality hits, that will be no more. Development is taking over and the track ran its last race in 2023.

One of the closest tracks to my home base, it was a great place to see some racing without driving very far. Traditionally, it was also usually the first track to open up in the area each spring. You could count on an open practice early in April, usually followed by the Spring Classic.

This year the Spring Classic will be moved to the Grundy County Speedway, which seems fitting, as this was where the first one was run back in the late 1970's. Other things that Rockford was famous for will also be moved to Grundy, including a few Saturday night shows, some bus races and other "destruction" type events. Also, many Rockford divisions will now be run at Grundy, including some of which were never utilized there before. The Bahama Brackets will be moved to Grundy, which only seems fitting, as a good number of the competitors came from that area or points south. The annual National Short Track Championships will be moved to the Dells Raceway Park, again, a good fit, as this track is very much centrally located to a large amount of racers and can handle this show well.

The Sixer division always had great car counts at Rockford. The past two or three years saw car counts approaching 50 on some nights. I think they got 49 a

couple of times, but never quite hit the magical 50 number. About 35-40 per night was common, and anything less than 30 was considered an off night. From people that I have talked to, a lot of the Rockford regulars plan on racing these shows at Grundy, who has decided to add the class on several dates. Of course, when any track closes, a great deal of people just hang up the old helmet. It happened when Lake Geneva closed, and it happened when Columbus closed. It is unfortunate to have people get out of the sport, but also very understandable.

The Crown Vic class only started in 2023 at Rockford and consisted mainly of cars from the dirt track at Sycamore. With Grundy now running this class, there may be a lot of drivers doing both dirt and asphalt.

As for Rockford Late Models, I think they will kind of split up as to where they go. Some have said Madison, some have said they will run only the Big 8 series, some will go to Jefferson, Dells, or Slinger. Some will probably be done. Once again, Grundy will be racing this class a few nights and I would expect some to do that. Rockford regulars Willie Nelson and Jeremy Bentz have indicated that they will be racing at Slinger.

The four cylinder Bandit class has a lot of options both on asphalt and dirt, and I think we will see them go various places, with Grundy probably gaining quite a few. Some have expressed an interest in Lafayette County Speedway or Wilmot on the dirt.

Sportsman drivers, American Short Tracker drivers, and Roadrunner drivers will once again probably split up and go different places.

Anyway, it will be interesting to see where people show up and how many leave their cars sit until they figure things out.

As for myself, it will be a farther drive on Saturday nights wherever I go. Almost a third of my total race shows last year were at Rockford. Hard to replace. I have plans to travel quite a bit on Saturdays this coming year if the weather is decent. Hope to make it to Grundy, Maquoketa, Plymouth, Sycamore, Marshfield, Dells and pretty much everywhere at some point on Saturdays. Some Saturdays may see me staying at home and relaxing in my recliner. My usual Friday shows will be either Lafayette County or Madison. I hope to make a weekend trip to the Michigan Upper Peninsula, but we will see how things go.

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Doug Hornickel photo

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Going In Circles continued from page 8

During the winter weather I like to add up feature win totals for many tracks and add them to my all-time feature winner's lists. At Lafayette County Speedway, Late model racer Jason Robbins scored three feature wins this past year to bring his total up to 45. He is in second place to Rich Picha, who has 54, and was very dominant for many years.

Four cylinder racer Josh Chambers scored four feature wins this past season, moving him up to third on the all-time list with 16. Lance Butson leads the way with 24, followed by Terry Edge Jr. with 18.

Sport mod racer Kyle Hoffmann also scored three feature wins here to give him 27 total by my count. That puts him only one behind Matt Crist, who has 28.

State Park Speedway Pure Stock racer Brian Schramm retired at the end of the 2022 season. I figured out that he took home 64 feature wins in that class at that track, as the division went by a few different names over the years, Bombers, Street Stocks, Pure Stocks, didn't matter, he was usually up front over the years.

Speaking of Lafayette County Speedway, they will again have a very similar schedule to previous years, with their season opener on Friday, May 3rd. They will also host the Malvern Bank super late models on June 21st and will have a big special for the Stock Car class on July 5th. The season championship will be on August 9th, followed by a trip over to Lancaster for the annual Grant County Fair race on August 14th.

Madison International Speedway will also have a similar schedule to the past years. They open with the popular street drags on Sunday, April 28, followed by dates on Thursday nights including May 9th, June 13th, July 11th, and Sept. 12th. The stock cars will open up on May 5th for the ASA tour Joe Shear Classic along with 602 late models and trucks. Their regular season opener will be on Friday, May 17th. The ASA national tour will compete on June 14th, and the Howie Lettow Classic for the ASA Midwest Tour will be on August 28th.

On another note on the street drags at MIS. This is a fun event. I have even competed a couple of times, once with my oval track car and once with a street car. A fun and safe way to blow off a little steam without getting in trouble, exactly what it is for. Some competitors feel the need to do burnouts or otherwise make tons of noise upon leaving the facilities. Please do not do that. Gregg McKarns has now positioned himself at the gate to try to stop those from doing that and it seems to work. He should not have to do that. Most do well, but there always has to be a couple that have to spoil things.

On a final but sad note, I learned of the passing of Donna Schwoch on Monday, March 18th, 2024. Donna was married to longtime CWRA racer Charlie Schwoch since 1967. You would always see them at the track and were always some of the nicest people that you could wish to find. My heartfelt condolences to Charlie and family.

Dan Plan photo



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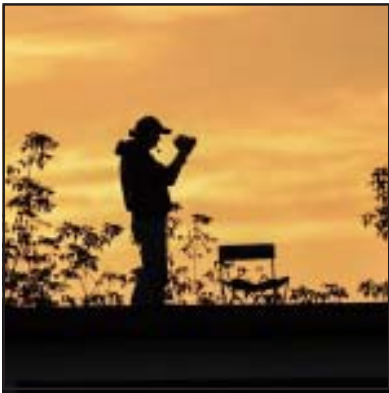
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Dangerous Dan



Dan Margetta

It's finally here! By the time this paper comes off the presses, the local racing season will be underway in the Upper Midwest with the Ice Breaker at Dells Raceway Park on April 13th and the ASA Midwest Tour and Slinger Speedway season opener on April 21st. While the month of March kind of had that calm before the storm feeling waiting for the action to start up around here, I was able to already get to a few events this past February in Florida despite Mother Nature not being too cooperative.

My LTN Radio partner, Brian Schmitt, and I took our annual trip to Daytona for Speed Weeks and right from the get-go things didn't go smoothly. We decided to fly out on Monday night in order to make sure we were down there to make the ASA Stars National Tour opener at New Smyrna Speedway and just before leaving for the airport, I got an email stating our originally scheduled 7:10 pm flight was now delayed until 9:10 pm. No big deal as now I actually had some time after getting off work instead of rushing to the airport. The plane for the flight started out in Los Angeles where a maintenance issue caused the delay before stopping in St. Louis and then coming to Milwaukee, where we would board for Orlando. Airport security was a breeze and the plane made it from St. Louis and we were surprised to find out there were only 23 people total on the flight to Orlando. Everyone boarded on-time and we backed

away from the gate briefly before stopping and pulling back to park. A "10-minute maintenance issue" turned into a two hour wait as apparently all the computers on the plane went out and eventually we had to exit and get on a new

plane. Brian and I along with our 21 other new friends all had the same sentiment that it was probably better the computers went out at the gate and not on take-off. With so few people on the flight, boarding the new plane took no time at all and once again we were ready to be off for Florida. But alas, a new problem quickly emerged as the new plane didn't have any fuel which was kind of necessary for us to get to Orlando. The fuel situation became a bigger issue than anyone anticipated when we found out airport protocol meant the fuel guy needed to be shagged out of bed at 11 pm to fuel the plane instead of just using the fuel truck parked nearby. The fuel guy lived in Northern Illinois which meant it would be another two hours before we could even think about flying. Eventually we were airborne a little after 1:00 am and we hauled ass to Orlando, touching down around 4:00 am. By the time we got our luggage and the rental car, it was nearly 5:00 am when we arrived at the motel for the night. "You're here for one night?" the front desk clerk asked and I replied, "I'm here to crash for like five hours" as because I booked the room on points and really didn't pay anything for it, we all could laugh at the situation.

After a much needed but quick five-hour nap, we were on the road to Daytona and eventually the New Smyrna Speedway. The ASA Stars Tour Clyde Hart Memorial 200 drew a large field of 52 cars for just 31 starting spots and the Midwest was well represented by Ty Majeski, Gabe Sommers, Johnny Sauter, Derek Kraus, Austin Nason, Ty Fredrickson, William Sawalich, Mitchell Haver, and James Lynch. It was a tough field to make and Majeski, Kraus,



Nason, Sawalich, and Fredrickson cracked the starting line-up for the 200-lap main event. The race was eventful and for a long time it looked like Ty Majeski would bring the trophy back to Wisconsin as he led a majority of

the event before an axle issue in the waning laps relegated him to a 16th place finish. Bubba Pollard kicked off his 2024 season with a strong start as he took the checkered flag for the win. Austin Nason fared the best of the Midwesterners with a seventh place finish following a strong late race battle with Chase Elliott and Sawalich and Kraus were eleventh and twelfth respectively. Ty Fredrickson finished 21st after running towards the front for much of the race. Wednesday and Thursday found us at the Volusia dirt track for the World of Outlaws Case Construction



Late Models and the Super DirtCar Series Big Block Modifieds. Bobby Pierce and Matt Sheppard won the late model and big block main events on Wednesday while Nick Hoffman scored a popular late model win on Thursday with a last lap pass and Mat Williamson was the Thursday big block modified winner.

The weather forecast for the weekend wasn't good from the start and already changes to the schedule were being made on Friday as the Saturday Daytona ARCA race was moved to Friday night after the NASCAR Craftsman Truck Series race making for a long day and night at the track. Ty Majeski won the pole for the truck race and Johnny Sauter took the outside pole to lead a Wisconsin sweep of the NASCAR Craftsman Truck Series front row. Sauter



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Dangerous Dan continued from page 10



Brian Schmitt photo



Brian Schmitt photo



Brian Schmitt photo

dominated the early stages of the race before being swept up in one of the many wrecks on the night while Majeski played it cool and was in the lead pack on the final lap before being involved in the inevitable multi-truck crash on the backstretch. After numerous wrecks and some short rain delays, the race ending under caution with another huge incident seemed fitting as Nick Sanchez scored his first career NASCAR Craftsman Truck Series victory. After a long clean-up from the truck race, the ARCA race was set to roll to complete the double-header race night. More incidents and caution laps pushed the event past midnight and into Saturday morning. When the dust finally settled shortly after 2:00 am, Gus Dean emerged as the ARCA winner after snookering his teammate Jake Finch in the final laps.

That was all the racing action we were going to see on the weekend as persistent and heavy rains

arrived Saturday and lasted through Sunday, washing out the NASCAR Xfinity Series race and the Daytona 500 until Monday. Race rainouts can be dangerous, and Daytona was no exception as I spent Saturday and Sunday exploring the Daytona Beach bar scene with friends and even made some new ones along the way. We flew home on Monday morning and had to watch the Xfinity race and the Daytona 500 at home on television, but while the weather was disappointing, we made the most of it and still had fun.

With Daytona in the rear view, all sights turn to the local racing scene and the anticipation that goes along with it. The Ice Breaker at Dells Raceway Park is the first event of the Alive for Five Series and kicks off the super late model season around here on April 13th. Then, Slinger Speedway opens up its 77th season with the Jerry “Bear” Priesgen Memorial presented by Zuern Build-



Brian Schmitt photo

ing Products on Sunday afternoon April 21st. The event also serves as the ASA Midwest Tour season opener and will be held in honor of race director Jerry Priesgen who tragically passed away in an auto accident a year ago. Strong super late model teams have already signed up to race both the Ice Breaker and the Jerry “Bear” Priesgen Memorial which should make for some can’t-miss action. Ty Majeski, Luke Fenhaus, and 2024 Kulwicki Development Driver Program drivers Ty Fredrickson, Levan Van Der Geest, and Max Kahler are just a few of the super late model stars who will challenge Slinger regulars Steve Apel, Alex Prunty, R.J. Braun, Dennis Prunty, and Brad Mueller at the April 21st race. Slinger’s super late model season looks extremely promising as a total of six drivers have already signed up to compete for Rookie of the Year. Nick Egan will run his first full super late model season after scoring some late model wins at the track and touring the CRA racing series last year and defending late model champion Jesse Bernhagen moves up to the super late model ranks. Tom Jasinski has a few seasons of late model racing under his belt at Slinger and will now advance to the super lates while Willie Nelson also moves up to the supers after having some success in the late models at the Rockford Speedway. After tackling the dirt track scene the past few seasons, Kevin Siedler will take on the asphalt in 2024 and Ty Fredrickson is expected to make the trip from Minnesota to Slinger more than a few times this year. The Slinger Nationals, set for Tuesday night July 9th, have already drawn some interest as I know of one NASCAR Cup driver who will make his Slinger debut in the event in a new car and another Cup driver has given strong indications he will compete. I know, you want names but it’s too early for that as I’m sure formal announcements will be coming. (Hint: their car numbers total 50). All in all, everything is setting up to have another strong racing season in the Upper Midwest in 2024. Now, unlike Daytona, we just need the weather to cooperate and give us some decent days because we are all raring to go. I look forward to seeing all of you as we finally get back to chasing racing.

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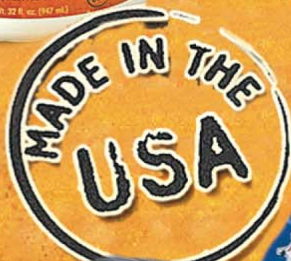
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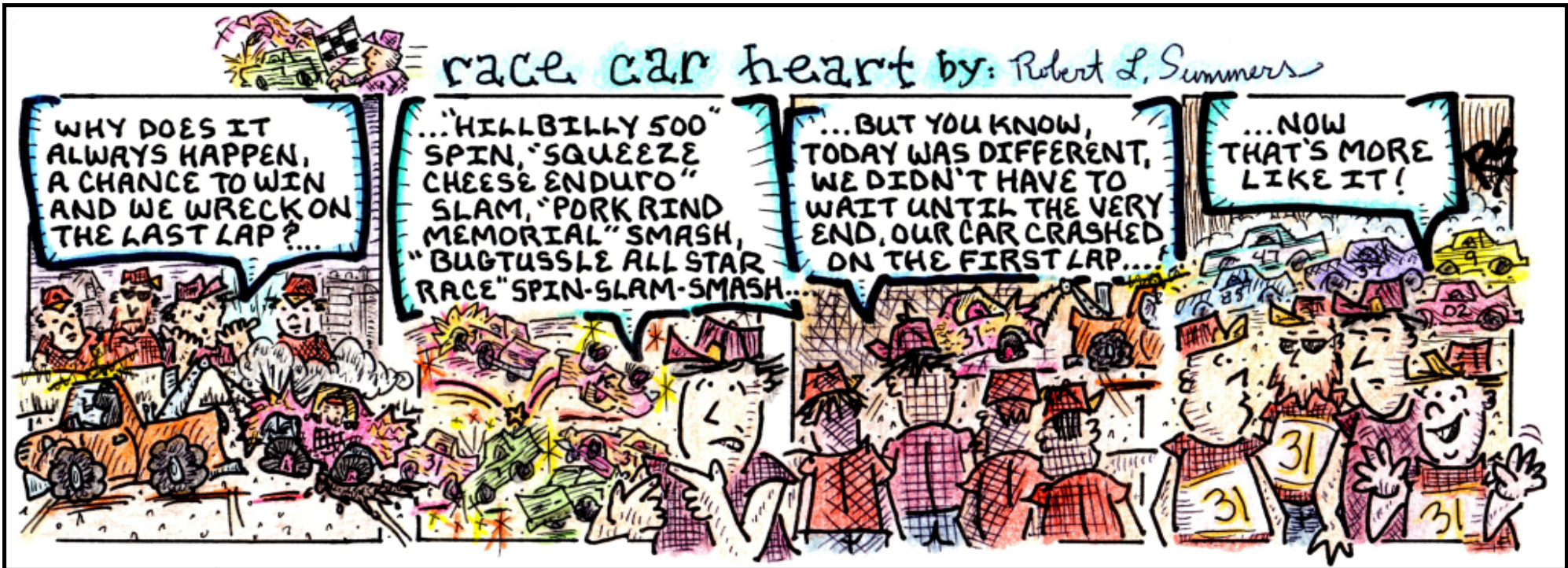
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Racing History



Dale P. Danielski

It isn't often you see three super star short track stock car racers come from the same town, yet alone one the size of tiny Rudolph, WI., but that's the case here with racers Marv Marzofka, Tom Reffner and Dick Trickle.

The three grew up together and all became stock car drivers about the same time in the late 1950s. Marzofka was the first to test the racing waters and his story is one very much worth telling.

"In the beginning when they first started the asphalt tracks, they sprung up to beat hell. Black River (Falls) the Dells, Griffith Park, then Wausau got in there, all those tracks started up. Hell, I had an old flathead Ford, and geez, I was making \$400, \$500 bucks a week racing! And I only paid \$37.00 dollars for the car! It was unbelievable."

Thus began the career of one of the best to ever get behind the wheel of a stock car, a career that spanned three decades and produced 300 Feature wins on the bull rings of Wisconsin and beyond. A trip to see his brother race planted the seed in Marv to become a competitor.

"My brother Ron raced the dirt tracks. Crowns Speedway (Wis. Rapids) Bourn's, (Whiting, WI.) a track in Marshfield. He was a motor head. When the asphalt tracks got going he built a car for that, just for the fun of it. It was a big old Packard. We could run our exhaust wherever we wanted so he had 3 big pipes coming out the side. You could definitely hear him coming on the race track! I bought a Studebaker for \$25 bucks. Ron said, you should put some roll bars in it and race at Stratford Speedway. Well, that was right up my alley, because I had raced motorcycles before that. We went to Stratford because we knew the guy that built it, Frosty Damon. It started out as dirt then went to asphalt. I was married then to Audrey; she was pregnant and decided I wasn't going

to race motorcycles any more."

"I built this car, and I didn't have anything to work with. No welder, no torch, so we chopped the fenders out with an ax. I took the car up to Stratford, but it was too new. It had to be older than a '52. The only difference between a 1951 and 1952 Studebaker was a '52 had a different dash. So, we chopped that out with the ax too. So, the first time up there they sent me home. I had to have more roll bars in the car. So, we put some in and the second time I went up there I was looking at all the shit that was running on dirt, big cars, Buicks, lot of big 4 doors. I had that little Studebaker, timed in and they put me in the front of the heat race. There was so much dust and dirt you couldn't see, so I didn't do nothin'. They set me in front of the semi-feature, and I took off. I had a big ole Buick right on my ass, I went like a scared rabbit, and they never caught up to me. I won and was paid 42 bucks. My job was paying \$39 so I thought this racing deal is OK. So, I kept racing there the rest of 1958 and I made money."

"After that I started racing at Wausau and boy was that track huge compared to Stratford. We didn't have nothin then. Dick (Trickle) some how got to drive, it was an old Dodge and he tipped that SOB over. The owner of the car said, "You gotta' go faster." Dick says, "If I go any faster it's gonna' roll over, it's already rolling half way over when I go around the corner." So, he stayed on it longer and sure enough it rolled over. And even with that, Dick somehow got the job driving for Moose Peterson. Dick and I were building a car then that Dick was going to drive. We got it done but then Dick got the job racing for Moose. So, I drove the car, and I knew what to do with it to make it a little faster and pretty soon, I was making more money than Dick was. We were on our way home from Stratford, and he says, you know Marv, you're makin' more money than me. He says, I own the car, we're going to have to change something. I said, Whatta' you mean? I got a lot of hours workin' on that car. But he did own it, so he says, ok, I'll talk to Moose, maybe you'll get a job driving for him. Moose had Jere Bredl and Bay Darnell drive it, but Moose says, I hear you want to drive my car. Moose, say's, well, you been doing a good job, we'll see. Of course, Darnell was there and he was kind of mouthy, he asks Moose, well what's it going to be, the kid or me? Moose say's, I think we'll give the rookie a chance to drive, so I got the job. I did fair that night, but Moose says, we're not racing for 3rd, 4th, 5th place, we're racing to win. Well, the track was breaking up, gravel in places, and I was trying to pass Dick Schultz who was leading the race. I got in the gravel and got up too high, and I couldn't get around him. Come to the last corner I got along side but hit the gravel, spun out and went into the wall in front of the grandstand, bent the shit out of the car, bent the fenders around, but I won the race! I was

Mooski's boy then."

Racing really got on a roll in 1960 with tracks going great guns throughout the State. Moose Peterson was a sought after car owner during the time.

"Moose owned part of Ev Fox's car, he owned Gary Kneisley's car, and he owned my car. He had the dealership, Peterson Chevrolet Oldsmobile, so it was easier to get parts for the cars. We did very well. Had a 327 engine and it was a good motor. My mechanic Cappy Zahr says, what are you racing? He said we aren't racing anymore until we get a 350. I told Mooski, we aren't racing the car until we get a 350 motor, like you're giving the other guys. So Moose got a highway patrol car, took the engine out of that and it went into my racer. They warranted the engine out of the Patrol car that went into my race car. That was a little crooked, but we raced it. It really, when it came down to it didn't make much difference. You could turn it a little more, but I don't think it was worth what Moose went through for us to have it. We did win a lot of races though, won the track Championship at Tomah, and Black River."

While others were finding their way, Marv was already winning championships, even though Marlin Walbeck was considered the hotshoe then.

"I can remember racing at the Dells. Marlin and I were scrapping back and forth, and it was kind of dirty, but the way I could pass him, was I'd get alongside him, and make it look like I was losing it, and he'd let off, not wanting to wreck, because he was the guy that was gonna' finish the race. He always told me you have to finish to win. That maneuver was just enough for me to pass him and win the race. "I probably shouldn't have done that, we were good friends and I never told him what I was doing."

Walbeck was the best in many analysts' eyes and Marv couldn't disagree.

"He won everywhere he went. I think he learned a lot from Mueller. (Harold) Mueller was the hotdog on dirt, Marlin got a lot of his talent seeing how Harold raced. Harold was quite a guy. I saw him racing at the Marshfield dirt track during the Fair. Harold went into the corner and I thought his throttle stuck. He went in the corner wide open and never let off, and just turned it and kept going. I thought, I'll never be able to do that!

Finishing races was the Marzofka forte.

"I beat Everett Fox out of the Championship at Tomah because he kept breaking. They were innovative and fast with independent rear suspension, but they would break universal joints. I finished the races, and he didn't in some and that was the difference. We were both sponsored by Moose, he was number #19 and I was #91. Moose sponsored #9 Gary Kneisley also. Moose didn't race often, but he would race that

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car at Adams Friendship Speedway. I never raced there; I wouldn't race Adams. I saw guys crash there. I saw Verne Piotrowski go off the end and over a wooden fence. It had 10 foot poles, and he went over the top of that end for end, knocked the telephone lines down, and landed out in the Fairgrounds. I didn't need to race at Adams Friendship."

At this time, it's established, Marv Marzofka is a racer.

"I was racing 5 times a week now, and there were times we could run six shows, with afternoon and night races. I would race anytime and almost anything. I had a chance to race at Griffith in the Figure 8 race. Don Dhein and some others talked me into it. I thought, I'll drive in that, if I play it smart, I'll win this race too, make some more money. I was winning the race, there's one lap to go, and here comes Tommy Dashner. I thought he wouldn't hit me, well, he got me, behind the driver's side, spun me around and I thought, if it lands on it's wheels, I could still win. It rolled over and the wheel broke off, so I didn't win and get the money. With family to deal with, Audrey told me that was it, no more of that. Little did she know I had a deal with a crop duster and Dean Spohn, and we were going skydiving the next day. I didn't get to do it though, probably would have gotten me a divorce. So, then it was just racing."

Sam Bartus is now the guy, the ultimate promoter, having built the paved Griffith Park Speedway which totally changed the face of the sport.

"Sam built the track and John Murgatroyd who was leasing it to him, took it away for alleged lack of payment. That led to the one being built out there, (Golden Sands Speedway, Plover, WI.) Dick and Tom raced at Plover and Marlin and I kept racing at Griffith because they were paying us as much as a Feature paid to stay there. I never told those guys that! Then Sam upped the deal at Golden Sands, so the hotdogs went there, you know the crowd goes where the hotdogs are. It went back and forth, Sam and Murgatroyd kept fighting and eventually Murgatroyd

got out of it and the new high speed Golden Sands was the place to go."

Even with Marv initially doing more than his share of winning, beating Dick Trickle often, the two remained good friends. We were friends, but I was really pissed off at him toward the end of my racing career because he would take advantage of so many people, his friends. In fact I spun him out at Wausau in a heat race for doing that. I would see how he would cut people off. He wouldn't pass 'em, he'd cut 'em off and they would sort of give up and let him go. I said to him, you do that to me in the Feature, I'm not letting off, you're going for a ride. So, I was leading the race, in the outside groove, had it in the bag, when he went into turn one, way over his head and got along side me and drifted up and turned down. I never let up and spun him like I said I would. He didn't like that. Larry Detjens saw it and shut that right down. He said, Dick you were just barely past him, that's why he turned you."

"Dick and I had something like that happen at Plover. He and I were running, and he was going on the outside. Well, he wasn't going to pass me, all of a sudden, he tried so hard, he spun and hit me in the right rear wheel. We were running 1st and 2nd, spun and took us both out! Geez, I was mad at the time, I said what were you doing! Dick said, I can't believe I did that, I said, well I can! I said you dumb son of a b..., we were 1st and 2nd place!"

"Talk about trying too hard, he took my car to North La Crosse for a race and crashed it. I knew when he took it, it was going to come back bent. Knew he was going to drive way over his head, and he did, wrecking it. I had something going on at the school with my kids or something, so I couldn't go. Dick's car was broke, so he says, how about I take your car. I said, I suppose, knowing it probably wouldn't come out too well. He called down to the shop the next day, I didn't answer, but heard, Marv, phone for you, it's Trickle. I said that son of a b..., he wrecked my car. I said to him, you wrecked my car didn't you? He said, how did you know, who told you? I said Dick, nobody had to tell me, when you

called at 8 o'clock in the morning, usually you aren't even home yet, I knew you wrecked my car!"

North La Crosse was a very good track for Marzofka, even in the midst of Trickle's 67 Feature win season, Marv could regularly beat Dick there. "We were racing there one night, and I put him in the wall. We had qualified 1st and 2nd and were in the 5 car dash. The race started out, the inside line went a little bit, all of a sudden, Dick is into my door going into three, he bumped me in the door. I thought, you a.... He got by a little and I gave him a jab in the ass, and around he went. He did the whole straightaway sideways, squealing his the tires all the way and hit the brick pylon they had guarding the pits. I saw his left front wheel coming over the top of the car, he really wrecked it and I thought, this isn't going to be good. We were parked next to each other in the pits and I got in there and here comes Dick. He says, boy, you saved my ass, I was going straight into the pits, until you hit me. Here I thought he was going to be mad at me for spinning him but he was glad because I saved him from sliding into the pits and hitting someone"

The wins kept coming for Marzofka and if anyone thought his success up to that time was a fluke, they were about to find out otherwise with a phenomenal three year, Championship run. More to come.

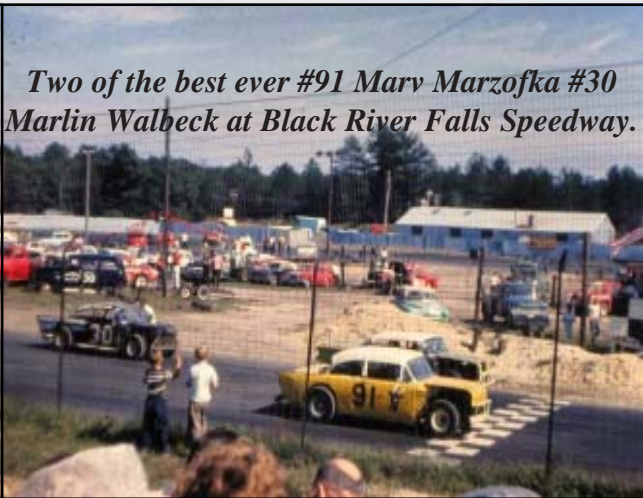
On Wednesday night, August 15th, 1962, Marv Marzofka won the Feature race at Stratford Speedway. He was followed at the finish by Junior Marzofka, Tom Bump and Bill Clemons. On Saturday night, September 14th, 1963, Marv Marzofka won the Feature at Black River Falls Speedway. On Saturday night, May 30th, 1964, Marv Marzofka won the Feature at Dells Motor Speedway. On Sunday, May 16th, 1965, Marv Marzofka won the Feature at

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Photos by Dale



#91 Marv Marzofka and #99 Dick Trickle hauling to the show.



Two of the best ever #91 Marv Marzofka #30 Marlin Walbeck at Black River Falls Speedway.



Marv Marzofka won a lot of races and had trophies to show for it.

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Griffith Park Speedway. Following Marzofka were Lyle Nabbefeldt, Jim Back, Rich Somers and Ev Foxx. On Friday night, June 3rd, 1966, Marv Marzofka won the 25 lap Feature at Tomah-Sparta Speedway. Dave Field was 2nd with Marlin Walbeck 3rd. On Sunday afternoon, May 12th, 1968, Marv Marzofka won the 25 lap Feature at Golden Sands Speedway. Dick Trickle and Marlin Walbeck followed. On Thursday night, July 9th, 1970, Marv Marzofka won the 40 lap Mid-Season Championship Feature at State Park Speedway. On Wednesday night, May 17th, 1972, it was Marv Marzofka winning the 20 lap Feature at the North La Crosse Speedway. Marzofka outpaced Dick Trickle, Jim Back, Tom Schaller, Tom Reffner and Don Grant for the win.

Here and there...Interesting seeing the \$100,001.00 to win Modified race at Mississippi Thunder Speedway. I remember when people thought our USMS National tour was the ruin of those cars and that type of racing. Our \$2,000 to win shows were way too much money for them to be racing for. I never looked at it that way. To me, and the reason USMS was formed, was to pit the best of the best in head to head competition. It also enabled local racers to have a fighting chance against the touring pros racing on the great equalizer, rock hard tire. Ah yes, look how far we've come...

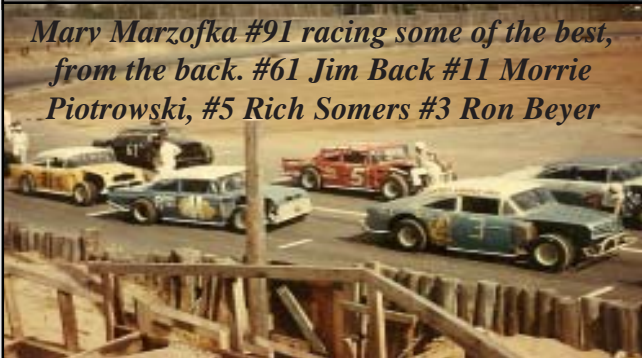
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#91 Early, early Moose and Marv.



Marzofka leading #2 Jim Sauter and #61 Jim Back at Golden Sands Speedway.



Marv Marzofka #91 racing some of the best, from the back. #61 Jim Back #11 Morrie Piotrowski, #5 Rich Somers #3 Ron Beyer



Marzofka, Trickle Tee Pee Supper Club shared car at Griffith Park.



#91 Marv Marzofka, I'm at the Library Ford

Photos by Dale

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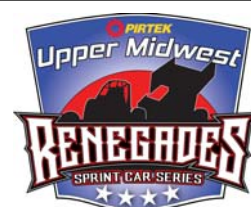
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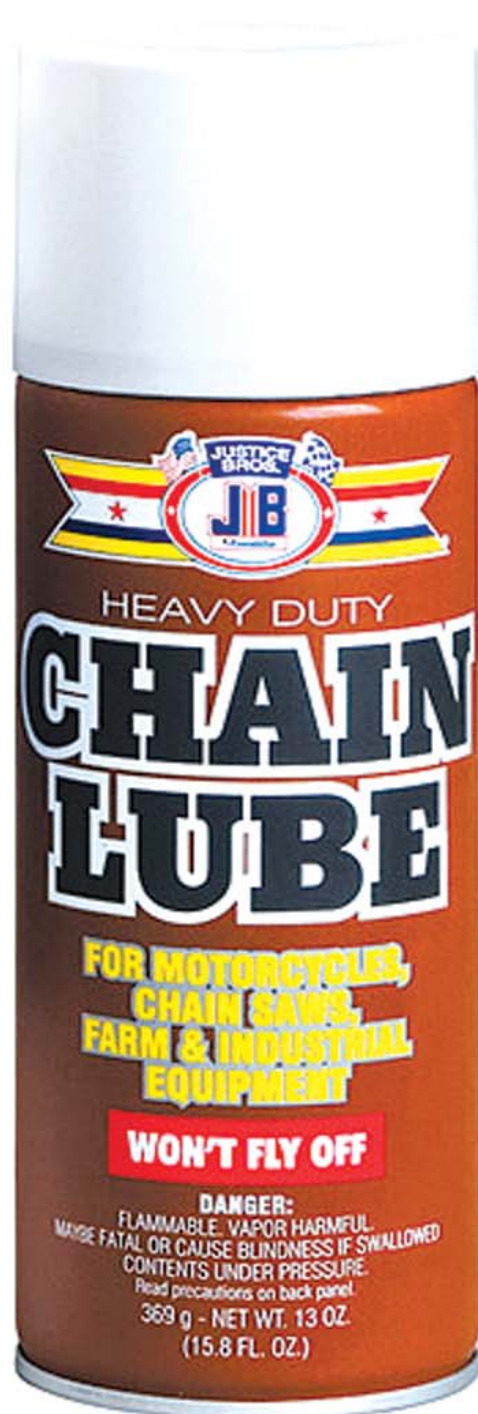


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