

THE MIDWEST RACING CONNECTION

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THE MIDWEST'S SHORT TRACK AUTO RACING AUTHORITY



Vol. 28 Issue 2 June 2024

Inside...



Talkin' Racin'



I Spy The Fry



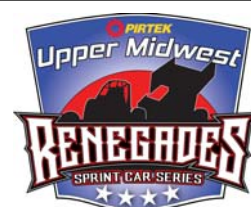
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Publisher's Note
Racing According to Plan



Dan Plan

I'm not one of those people that say they no longer watch NASCAR Cup racing. I still watch it, but without the same enthusiasm I once had. It's still

Short Track Racing
Is Better And
The Fight

racing, just not as exciting to me as it once was. As a matter of fact, the last time I went to Speedweeks, I never even went over to the big track. My sister (who's not a race fan) was shocked I went to Daytona for Speedweeks but didn't go to Daytona International Speedway. It's just not my cup of tea. My last trip to Speedweeks I spent all of my time at New Smyrna and Volusia. These days, I would much rather spend my time and money going to short tracks. I know some enjoy the travels of going to out of town NASCAR events, but I've taken more weekend trips to short tracks the last few years. I recently took a weekend trip and went to Tomah Sparta Speedway for a Friday show and LaCrosse Faigrounds Speedway for the 2024 season opening event. It is a whole lot less expensive to visit a short track, and as far as I can see, the on track action is every bit as entertaining. Plus, you don't have to use vacation days, you can meet real racers, real race fans and enjoy a great environment.

Now on to my next topic, the NASCAR All Star Race. The race itself was fairly uneventful. I think it is fair to say if someone leads 199 of 200 laps "fairly uneventful" is an accurate statement. The post-race Kyle Busch and Ricky Stenhouse fight garnered all of the attention. What struck me as odd is how many people thought the post-race

Publisher's Note
continued on page 4



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THE MIDWEST
RACING CONNECTION



Publishers note from page 3

fight was “great” and “awesome for the sport.” Many of these people are on the “media” side of NASCAR. Yet, these same people claim Bowman Gray is not racing or a “circus act” and not good for the sport. Help me understand, is fighting good for the sport, or bad for the sport? These people that were gushing about

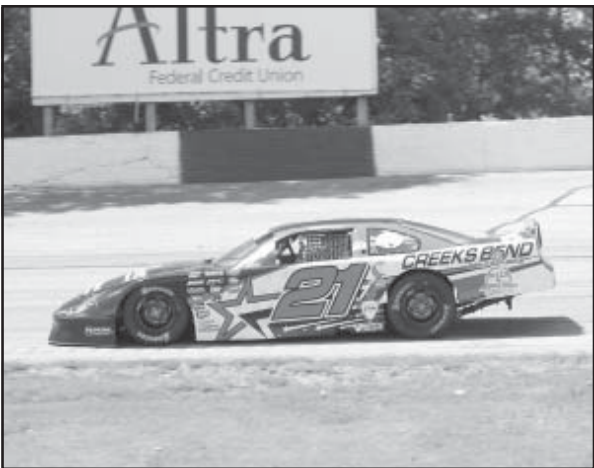
how great the post-race fight was but think Bowman Gray fights are not great. I guess what they are saying is it’s a black eye for the sport if grassroots racers fight, but good if the professionals of the sport fight. I think most of the media members that thought the fight was great should become politicians. They’re obviously good at being hypocrites, and that seems to be a strong qualifying measure for most politicians these days.

At many short tracks like Tomah Sparta Speedway, you have the option to sit in the general admission area or opt for premium seating just like the big NASCAR shows.



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Going in Circles



Charlie Spry

Racing on the local level should be done for all of the right reasons, hopefully that it means a great deal of pleasure, A.K.A. “Fun” being the main reason.

Cole Ferrell is a young guy who races in the four cylinder division at the Lafayette County Speedway in Darlington, Wisconsin. I think that he epitomizes the fun factor in racing.

Racing for this family team began with Cole’s father, Dennis. Dennis told of how he became involved in racing and passed the need for speed onto his son, saying, “LCS had been closed for many years. A group of people got together and started what they called enduros. There were big jumps on the front straight that you had to go over and everything. My Brother decided to build a car for these and I helped him out.” After these enduros were run for a few years, actual racing came back to the track in the late 1990’s. Dennis said, “I decided to build a car to go actual racing with, so we put together a car for the limited stock division. I think I had around \$5,000 invested in that car which seemed like so much money back then, but not now.

After racing for a few years, Dennis got out of it, but just about that time Cole was planning his own racing ventures. “I decided that I wanted to go racing, so we got a four cylinder car to try it. I remember prior to my first race I was completely terrified. I had never done anything like this and had a limited amount of experience with a stick shift. I asked what I should do in traffic and others told me to just stay in a groove and make laps to get used to it.” He did and took to it pretty well.

That first car would prove to give Cole a great start in learning what was needed to become a racer, but was not the greatest car, so they ended up selling it to someone in Illinois for \$300.

Thinking that it was time to build a car from scratch, Cole began the search for a suitable car. “I remember sitting in math class looking on FB Marketplace, and I found another Dodge Neon street car for sale that looked to be a good builder. We put that together and this is still the car you see here today. Four years with the same car,” Said Cole.

Cole enjoys the sport very much and has not quite gotten over the barrier of winning a feature, but has come very close. “I finished second one night at Dubuque, and also at Lancaster. I have won a few

heat races.” He plans on sticking with the Neon’s, as he feels these are the cars he knows the best. “Everyone seems to be going to Honda’s, but I am comfortable with what I have. There probably is not a part on one of these cars that I have not touched. I am familiar with them.”

With that in mind, Cole does see himself moving up in divisions someday. “I would like to try a Sportmod”, said Cole. Racing in the four cylinder class is giving him that needed experience to do this if and when he decides to make the jump.

The main objective for this team is to have fun every night. Cole stated, “I just like the driving. It is to the point now where if someone isn’t banging on my door it is kind of boring. I enjoy racing with people and the driving part. I want to have fun and I am.”

Cole gets help from his Dad, Dennis, and one of his Dad’s friends as well. All have big smiles on their faces and enjoy where they are and what they are doing. As they said, “It’s a fun thing to do on Friday night.”

Cole hails from Mineral Point and has no other sponsors other than fellow racer Josh Chambers (Chambers Automotive). Cole noted how big of a help Josh has been, saying, “Josh has gone over my car and told me what to change and helped in so many ways. I can’t thank him enough for all he has done for me.”

This team is also not afraid of traveling a bit to other tracks. “We have been here, Dubuque, Maquoketa, Lancaster, Tipton, and Quincy. We are thinking of hitting up a couple more new tracks this year as well.”

In his five years of racing, Cole has done well. Two years ago, he finished fifth in points at LCS and seventh last year.

Once again, bottom line is the word “fun.” These guys know how to do it. The big smiles on their faces bear this out. There needs to be more of this. Well done to Cole and team. Look for the black and yellow

#17 car in Southwest Wisconsin and Eastern Iowa tracks.

In speaking of Lafayette County Speedway, it looks to be another very competitive year in most of the weekly divisions. There are many new drivers in the four cylinder division, including Noah Steinmann, Nate Hinrichs, Shane Lawry, Travis Atkinson, Braxten Kent, Jaelyn Roth, and Robert Lindeman. Lindeman reports that he had raced here a couple of years ago two or three times but actually traded that car for his current one and is now back at it. Roth is the daughter of sportmod veteran Jason Roth. Noah Steinmann is the son of longtime racer Joel Steimann.

The Sportmod division looks to be ultra-competitive. Jarett Franzen won the track title here in 2022 but did not compete here much last year. He won on opening night to serve notice that if he races weekly this year, he will be tough to beat. Jason Roth did not compete here much last year but if he races weekly will be a definite threat. Austin Stamm was strong all last year and looks to have picked up right where he left off. Of course, Kyle Hoffmann is a threat every time he pulls onto the track. New drivers include Phoenix Blakely and Parker Brookman.

The hobby stocks are always fun to watch. Usually good fields of cars as well. Mark Neis won on opening night but there are many others in the hunt weekly. Young Landon Bennett moves up from the mini late models to the hobby stock class this year.

The late model class looks to be hard to pick. Usually decent car counts and no one dominating makes for some interesting racing. Danny Meinders is the lone newcomer thus far.

The A modifieds are kind of low on numbers but high on quality. Jeff “Bone” Larson looks to be the dominant force, which is no surprise.

With all of the rainouts and other things on the agenda I did not get to many races during the month of May. We will look to improve on that from now on.

Charlie Spry photo



B-Mod

Invitational

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**Rice County
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Faribault, MN 55021**



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July 17th

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at the Rice County Fairgrounds**

Racing Classes

**IMCA SPORT MODS / WISSOTA MIDWEST MODS
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**Support Classes Will Be
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along with some IMCA
Old Timers Vintage Open Wheel
and Stock Cars**



Talkin' Racin' with Jason



Jason D. Searcy

Most drivers up here in the North take some time off after the season Championship night. They take a break, decompress, enjoy the Holiday season and then get back in the shop in January, by the time Daytona rolls around the juices start flowing and the work of preparing the race car begins getting serious.

A normal off-season has never been the norm for #13 Tim Brockhouse but saying that Brockhouse is not normal is an understatement. He has always been an overachiever.

I've heard stories that would curl your toes about a young aggressive Brockhouse racing flat-track motorcycles, so the prospect of switching to cars with crotch-rocket motorcycle motors seemed like a natural fit, he did so in 2002 and he enjoyed a lot of success racing in the Legends division right off the start.

Brockhouse was such a popular driver at I-94 Raceway in Sauk Centre that he had not only one but two nick-names; Mr Hollywood and the X-man.

During the Fall Nationals invitational in the mid-2000's he was able to borrow race cars from his friends in the pits and ended up racing in all the divisions of cars on the same day. ALL the divisions, from 4cyl UCARS to Thunder Cars to Modifieds and of course the Legends division. The night's only disappointment was when the Late Model he had arranged to drive broke in practice.

Brad Brandt ran the Great North Legends dealership when it began in the 1990's but then it was sold to Greg Lohrenz and then Todd Tracy before Brockhouse took it over in 2006.

Through those years Brockhouse slowly lost the personas but kept winning races as he was traveling all around the country in a Legends car. Over the past two decades of racing, he has accumulated 13 INEX titles and won a ton of races but he never raced full-time at Elko Speedway, he instead helped his customers and his son win races at the hometown track. Jaycen Brockhouse ended up winning the point title at Elko Speedway in 2009.

As the 2020 season rolled around the United States was in the midst of the pandemic and Elko Speedway was not allowed by the state of MN to race until August, but then ELKO went 8 straight weeks of racing with Double features every night. Brockhouse finally committed to racing full-time that year at ELKO and it paid off. He won the Legends title with 8 wins out of the 18 feature events and finished 54 points ahead of Baiden Heskett for the Championship.

Skip ahead to the present day and Brockhouse now has a total of 246 wins in his career and things have changed for him again. He had a health scare last year but it did not slow him down as much as most mortal humans, he was still almost always at the track, but occasionally resting in the hauler. His perspective has changed a bit now. "All the little stuff just doesn't

matter anymore," said Brockhouse "I lived through my kids last year and I'm finding that it was really enjoyable. The cancer sucked but I'm over it, done with it, totally Cancer-free, they cured it, not remission but cured, it's a blessing thanks to some really good doctors."

The focus is now on his two younger boys Ayden who is 15 and Ayrton who just turned 14. Ayrton finished second place in the Legends division at Elko Speedway last



Dan Plan photo

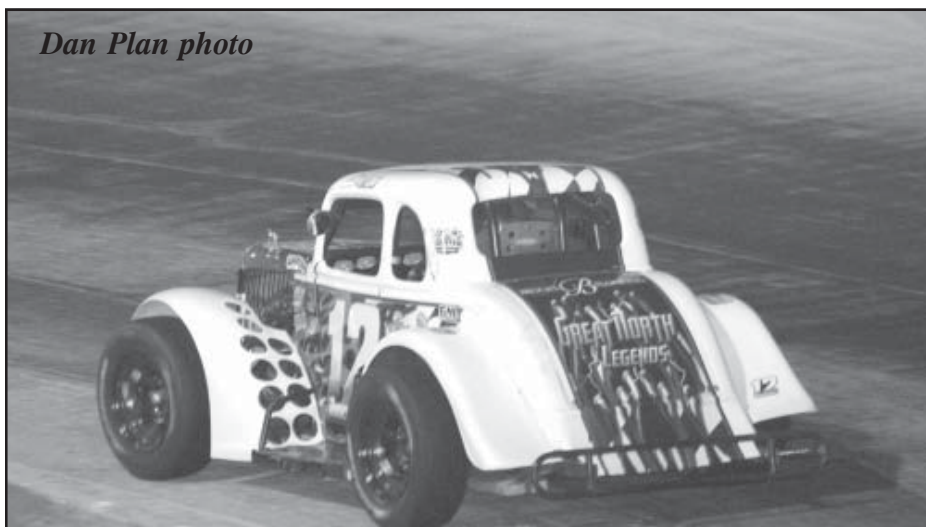
year and then won the 2023 Young Lions division of INEX National points Championship as well as the Asphalt National Championship final race at Las Vegas Motor Speedway. Ayrton then finished second place in his first ever dirt track race, it just happened to be the INEX Dirt Nationals in Fayetteville (NC). They started out 2024 by getting a clean sweep at Tucson Speedway (AZ), then racing the road course at Charlotte Motor Speedway, he ended up totaling a new car there. They then spent February racing at Auburndale Speedway and Citrus Speedway in Florida. Then they wrapped up the Spring tour with a win in Anderson (IN) and two wins in Wisconsin at Tomah-Sparta and Jefferson.

Ayrton already has 34 wins in a Legends car at the age of 14 and is experimenting with some seat time in a Late Model. As for Tim Brockhouse, he has not hung up the helmet yet, he still plans on racing from time to time when it works out.

"My perspective on life has changed, priorities are way different, it's not about the big picture or the little things, it's about family and friends and enjoying the time we have," said Brockhouse.

Taking time off to decompress has never been the way for the Brockhouse clan, offseason or not they are always on their way to the next event. Nothing seems to have changed for 2024, you can expect to see them at the track every week and appreciating every minute of it.

Dan Plan photo



Dan Plan photo

Racing Nuggets



PJ "Jacklyn" Nuttleman

Superstitions are rampant in racing. About two decades ago, I knew a guy who refused to wash his fire suit because he was on a winning streak and didn't want to risk it ending from "washing the good juju" out of his suit. Suffice it to say, whatever "juju" was in that fire suit was RANK!

Some drivers have superstitions about the color green. Allegedly, the shade is "unlucky," so believing drivers opt against that color on their cars. No idea what they would do if John Deere wanted to sponsor them. It begs the question—how much can you believe and hold onto superstitions?

My husband, Toby has one that he is delightfully embracing this race season, because it revolves around a plastic French Fry from the toy kitchen of our granddaughter, Bryn. One weekend while we were visiting, she somehow managed to put that plastic piece into Toby's pocket. He never noticed it,

as he keeps a lot of crap in his pockets daily; a handful of shock packers, Sharpies, a shock tool, a wrench, nuts, bolts, washers, and occasionally a tire tape. (Is it any wonder that his britches are often slung too low revealing a sideways smile?!)

At the end of each day, Toby dumps the contents of his pockets into a pile. Generally speaking, everything makes its way back into the pockets of the next day's jeans without giving it a second thought. So, the little toy continued to ride in his pockets for weeks leading up to the 2024 race season firing into action.

The "French Fry" was present in Toby's pocket for the Midwest Tour season opener at Slinger Super Speedway on Sunday, April 21st where he was working with Ty Majeski. You might recall that Majeski won that race. Toby happily declared to me afterwards that it was Bryn's French Fry that made the difference and it's now his "Lucky French Fry."

I was amused by his little connection to his youngest granddaughter at the race track. However, it was a mere two weeks later at the Joe Shear Classic when he was working with Majeski again that they pulled off another win. When I got down onto the track to congratulate Toby, he whipped out the little yellow plastic piece and held it up with the biggest grin on his face, proclaiming, "The Lucky French Fry did it again!"

I snapped a photo of him—and several others of him with the team and Majeski in Victory Lane. Much to his amusement, Toby pointed out to me hours later that he held the "Lucky French Fry" up in the team victory photos. I pulled up my smartphone pictures and zoomed in to verify. Yep. There he was, holding up the little plastic piece. At first I thought he was extending his middle finger in that photo, but alas—it was the fry. I couldn't stop laughing it was so ridiculous!

Toby's been working with Justin Mondeik again this season as well. He traveled up to State Park Speedway for the season opener with the super late models in action. That dang "Lucky French Fry" was

I Spy the Fry



PJ Nuttleman photo

given credit for Mondeik picking up the checkers at that race too. And it subsequently also made an appearance in THAT Victory Lane photo as well, complete with Toby's proud grin.

Little Bryn's mom has started the hashtag on social media #ISpytheFry whenever we see it in these Victory Lane photos.

I'm not saying the "Lucky French Fry" is the reason that Toby and those he works with are having a stellar start to the 2024 race season, but it has definitely become his own superstition. It makes him happy to tell little Bryn that she is helping grandpa win races and she seems to enjoy hearing that as well. I don't know about the power in that plastic piece, but I do know that it's creating some hysterically funny Victory Lane photos.



PJ Nuttleman photo



QC Willy photo



SUNDAY NIGHTS

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

SUN JUN 23

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USAC NATIONAL
SPRINT CARS



SUN JUNE 30

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FRIDAY NIGHTS

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

FRI JUN 14



ASA STARS
NATIONAL TOUR



FRI JUN 21

SALUTE TO AMERICA NIGHT



FIREWORKS



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THURSDAY NIGHT STREET DRAGS



STREET
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FRI JUL 12

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THE MIDWEST RACING CONNECTION

Photo Gallery



*Marv Marzofka with a win at Plover
(Dale P. Danielski photo)*



*Marv Marzofka's Budweiser sponsored ride at LaCrosse
(Dale P. Danielski photo)*



*Gabe Somers and Ty Majeski at Madison
(Doug Hornickel photo)*



*Levon Vandergeest and Luke Fenhaus at Madison
(Doug Hornickel photo)*



*Cory Jankowski swept both CWRA features at Tomah
(Dan Plan photo)*



*Dan Linnehan made his Late Model debut at Tomah
(Dan Plan photo)*

MULTI-DAY NATIONAL EVENTS

THE LEGENDARY OPENER

THUR - SAT, APRIL 18-20

25TH ANNUAL

MASTERS EVENT

USMTS MODIFIEDS, CLS LMS & USRA LMS

THUR - SAT, JUNE 13-15

10TH ANNUAL

WORLD OF OUTLAWS SPRINT CAR SHOWDOWN

HUGE FIREWORKS DISPLAY

FRI - SAT, JUNE 28 & 29

37TH ANNUAL

USA NATIONALS

\$50,000 TO WIN WOO LATE MODELS

THUR - SAT, AUGUST 1-3

19TH ANNUAL

LEGENDARY 100

WED - SAT, SEPTEMBER 11-14

SPRINT CAR EVENTS

SPRING OPEN WHEEL SPECTACULAR

IRA OUTLAW 410 SPRINT CARS, UMSS WINGED SPRINT CARS, UMSS TRADITIONAL SPRINT CARS, & VINTAGE CARS!

SAT, MAY 4

10TH ANNUAL

WORLD OF OUTLAWS SPRINT CAR SHOWDOWN

FRIDAY HUGE FIREWORKS DISPLAY

FRI - SAT, JUNE 28 & 29

24TH ANNUAL

JERRY RICHERT MEMORIAL

410 OUTLAW SPRINT CARS

SAT, SEPTEMBER 7

RACING AT EACH CLS DASH RACES

UMSS TRADITIONAL / WINGED SPRINT CARS

CAN'T MISS SPECIALS

SCHOOL BUS SPECIAL

MW MODIFIEDS & SUPER STOCKS

SAT, MAY 11 (RAINDATE OF MAY 18)

FREE GRANDSTAND ADMISSION PACK THE TRACK NIGHT & COOK MEMORIAL

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USRA LATE MODELS, UMSS TRADITIONAL
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JUNE
29TH**



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AUTO PARTS**



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FREIGHT RATE**



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Qualifying: 4:30PM
Racing: 6:00PM

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Vans & Vics

Many tracks have unique divisions on their schedule. LaCrosse Fairgrounds Speedway and Tomah Sparta Speedway are two tracks that offer something different for the fans. LaCrosse has their Mini Van division that was implemented a few years ago. One of the divisions that is popular in Southern states is the Crown Vic class. Tomah Sparta Speedway implemented a Crown Vic class this year. Hopefully both divisions continue to grow over the course of the season.



Dan Plan photo



Dan Plan photo

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RACE CAR ALLEY!

FRIDAY, JULY 12TH
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:



Dangerous Dan



Dan Margetta

After a few weekends of no racing, my month of May kicked off with the Joe Shear Classic at the Madison International Speedway. The Joe Shear Classic was the second stop on the ASA Midwest Tour schedule and as was the case in the opener at Slinger, I had the privilege to be asked to man a camera for the live stream internet broadcast with the Midwesttour.tv crew. The day started early as we did our LTN radio show live from the track and then it was straight to the camera for super late model qualifying with a strong field of 27 cars in the pits. When all had completed their runs, it was rookie Ty Fredrickson who edged Luke Fenhaus and Ty Majeski for top time honors. The Midwest Truck Series provided the undercard on the day and after preliminary heat races in both divisions, the trucks rolled out for their 36-lap feature. Jeff Holtz prevailed in a pretty good race over Derek Doerr who posted one of his best finishes in second. Chester Ace finished third while Jacob Nottestad and fast qualifier Eugene Gregorich rounded out the top five. Soon it was time for the main event on the day, the 200 lap Joe Shear Classic with the prestigious and unique trophy featuring a Joe Shear replica car on the line for the winner.



Dan Margetta photo

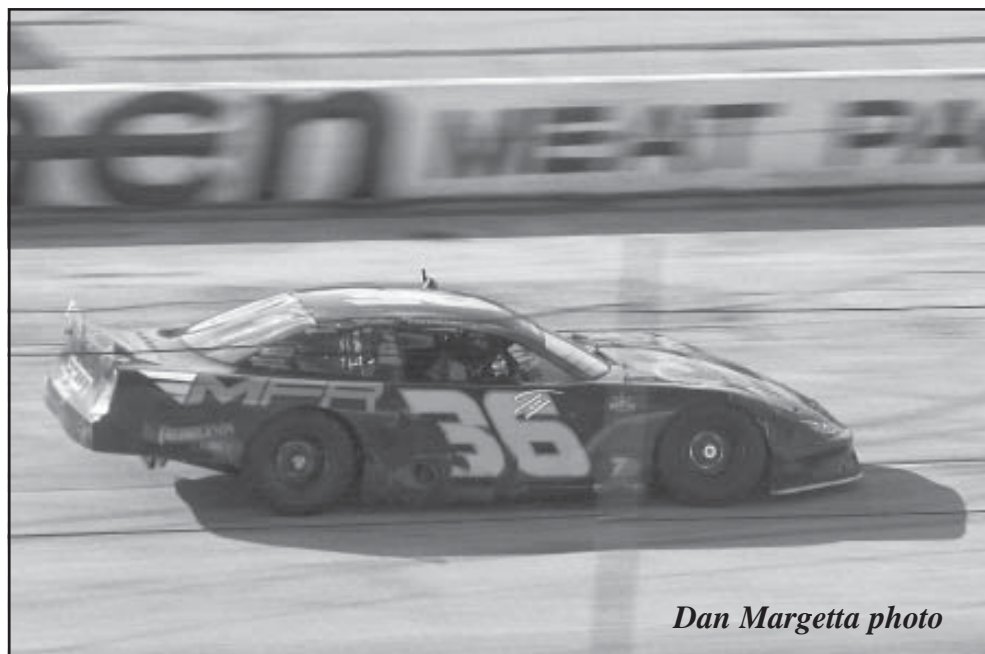
For a while it looked like many in the field had something for Ty Majeski who dominated the Midwest Tour opener at Slinger. However, Majeski methodically worked his way to the front and captured his second straight ASA Midwest Tour checked flag this year. Defending champion Gabe Sommers turned in a solid run with a second place result while Madison International Speedway regular Brent Edmunds turned a lot of heads with his third place finish. Casey

Johnson is back behind the wheel this season and he finished fourth while Justin Mondeik was fifth. Ty Fredrickson crossed the finish line in sixth ahead of Paul Shafer and Luke Fenhaus in seventh and eighth respectively. Levon Van Der Geest finished ninth and Ryan Farrell was tenth.

The following weekend, I made the trek north to Wisconsin International Raceway in Kaukauna for the Tunder Super Late Model Series opener. I didn't have any official duties for the event so I bought a ticket and watched as a fan. Another strong field of cars showed up on a cool day and the Tundra super lates put on a pretty good show. The main event came down to a battle between Dalton Zehr and Ty Fredrickson and the importance of restarts became evident with both drivers playing psych games in an attempt to gain an advantage on late race green flags. It appeared the veteran Zehr got the better of Fredrickson on the final restart as he quickly cleared the rookie to grab the lead. Fredrickson kept him honest however and with just four laps to go, Zehr suddenly slowed heading into turn one with fuel pump issues as Fredrickson sailed by into the lead.

Fredrickson wouldn't be denied, and he cruised to the victory leaving Brock Heinrich to hold off Justin Mondeik for the runner-up position. Maxwell Schultz and Alex Prunty finished in fourth and fifth place. Lowell Bennett held off Riley Stenjem for sixth place while Andy Monday, Jordan Thiel, and Tim Springstroh completed the top ten finishers.

After a busy week at the regular job, it was back to the Slinger Speedway for the Keith's Marina Race Against Cancer and the second Elite Eight Super Late Model Series date at



Dan Margetta photo

the World's Fastest ¼ Mile Oval. This time I was back on camera for the Racing America live stream and it's where I'll be just about every week at Slinger this year. Gabe Sommers made the trip down from the Plover area and finally nailed down his first Slinger feature checkered flag in the 75-lap main event. It was good to see the Sommers team get a win at Slinger as they have had several frustrating results there in the past. The hard work finally paid off in victory lane and it should set them up nice for the Slinger Nationals later this summer. Dennis Prunty worked his way through the field to finish in second while Max Kahler came up from Illinois and turned in a strong third place effort. Last year's Slinger late model champion Jesse Bernhagen led several laps in the main event before power steering issues sent him to a fourth place finish while Alex Prunty finished fifth. Jeremy Lepak was sixth followed by Brad Keith in seventh and Brad Mueller in eighth while Nick Egan and Willie Nelson rounded out the top ten.

No column in the month of May would be complete without mentioning the two prestigious American races on Memorial Day weekend. Of course, I'm talking about the Indianapolis 500 and the Coca-Cola 600 and this year we are blessed with a driver the caliber of Kyle Larson attempting to compete in both events on the same day weather permitting. Larson has a serious shot to achieve motorsports immortality should he actually win both races and for me that would be the greatest accomplishment in the racing world. I really hope we get to see Larson attempt the task on the same day and I really hope both IndyCar and NASCAR do whatever it takes to make sure the opportunity is kept alive even if it means altering start times. A story like Larson's attempt at both races only does good for the sport overall and is compelling to casual race fans as well as the racing diehards meaning it attracts more eyeballs to both series. I really hope more drivers will attempt the feat in the future with maybe even some IndyCar drivers crossing over to compete at Charlotte too. Hopefully everything works out logistically and we all get to watch some history unfold.

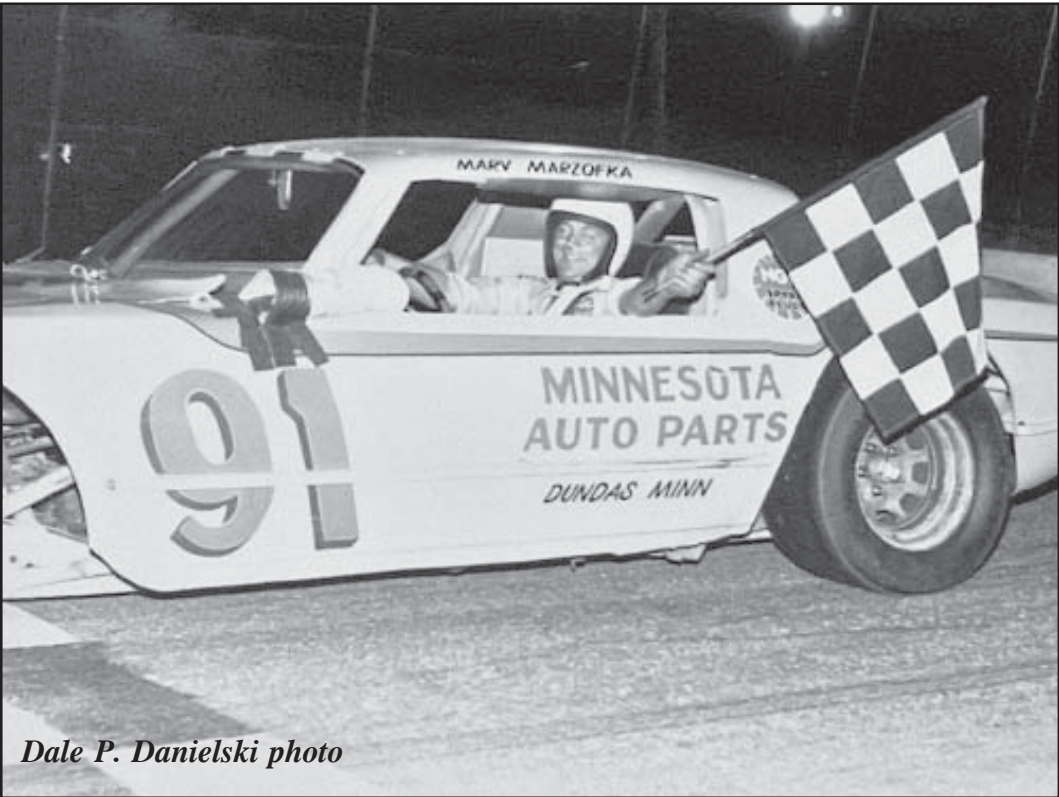
Racing History



Dale P. Danielski

The sport of short track stock car racing was changing, and the evolution toward specially fabricated and built chassis and engines was becoming the norm.

“With Jimmy Back running so well in a Bemco, I decided I’m going to get one of those cars. I had put his roll cages in other of my cars, because they were chrome moly and that was the cheapest insurance you could have. I asked Bembinster, how much for one of those cars. Rolling chassis, all the parts, how much for it. Before I got it, he asked, should I put the shock mounts in, I said, ok, sure. How about the engine mounts. I said, ok. He said, how about the radiator, what are you going to use.? Put it in. I went to pay for it, it was all done, welded up and it was almost \$11,000! I almost fainted. I didn’t have



Dale P. Danielski photo

WISCONSIN RACING HISTORY

IN CONVERSATION WITH MARV MARZOFKA:

ONE OF WISCONSIN RACING’S FINEST THE FINAL CHAPTER

Dale P. Danielski photo

that kind of money. I thought holy shit. That’s probably why I didn’t like that car so bad. I ended up winning 27 Features with it but ended up selling it to some guy up by Eau Claire (Dave Palmquist) for \$10,000 with out the motor. He ran it on dirt. He ran good with it. It was a good, tough dirt car. So, it didn’t turn out all that bad, but it took a lot of improving I did on it to make it work. I had a big block go in it and it would take you a half a day to change spark plugs in it. You practically had to pull the engine to change plugs. He had a shorter kingpin in it. If you got any slop anywhere, if it was a ball joint, anything, it would show up ten fold. I told him that’s not me. I want long pins so if anything is loose it won’t mean anything. That’s the way mine was set up, it worked right and it worked right all the time. Rough track, smooth track, it worked. You had to run almost wide open into the corner, but the car would go right around. Back end wasn’t going around, it was good. It took toward the last races of the year to get it perfect. But I got it perfect.”

Bembinster had started a career racing but didn’t fare all that well

and went to constructing race cars. “He built that Chevelle, went out to qualify at Golden Sands, and didn’t go fast enough to make the feature. He asked me to drive it, so I did. Went out and set fast time. I don’t know how I did in the feature, but it was a one time deal, I didn’t get asked to drive it again.”

Fabricated and complete with store bought engines, race cars by 1976 were the norm. Larry Detjens working with Bembinster on a new Camaro he had built, showed everyone the way things were going. Detjens gave up his Bemco built Mopar’s in going that route. Marv had the opportunity to drive Larry’s Dodge Challenger on one occasion. “I tried driving that, with that big hemi engine in it. It was so front end heavy, you thought if you put on the brakes the back wheels would come off the ground. One night at Wausau he and I let each other drive our cars. I got in his and thought, this thing is gutless. I figured with that hemi it would really go, but it had no power. He came by me after driving mine and was just amazed, Man, you’ve got power. How the hell do you drive it?” Detjens won a lot of races with that Camaro, so here we are manufactured race cars.

“Dick had that one Bemco and it was a nightmare. You couldn’t make that thing do anything. Bemco was totally backwards on his thinking what would work. Of course, he thought I was totally backwards on my race car front end.” Engines were matching chassis costs too. “Dick had that one engine that was \$15,000. Of course, they forgot to put water in it at Wausau one night and nearly blew it up. The gaskets on the valve covers were burning it was so hot. Dick drove the whole race with no water in it. Dick said, that’s no skin off my ass, they’ll give me a new one.” Of course, Trickle being on the premium

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engine deal at the time, not surprising that was the attitude.

Staying true to building his own, Marzofka continued to pursue track championships scoring an astounding 11 titles between 1977-1979. Racing at La Crosse Interstate Speedway, Wausau's State Park Speedway, Golden Sands Speedway, and Dells Motor Speedway, Marv won titles at all of those tracks two out of those three years. "We had everything set to race for those Championships and that was my goal." Sponsorship wasn't always at a premium, but track promoters saw the value in having Marv at these shows. "At the Dells through Larry Wehrs, I'd get pit passes, plus my cars likeness on a Wehrs owned van was parked somewhere in town all day on race day. We did that at La Crosse, (Wehrs promoted at the time) for Oktoberfest also. I put all the tracks we raced at on my hauler too, and we'd get our crew in to the races for that. I don't know if the other guys got that, but I did."

It was now, however, getting to the point in time of rules dictating too much in the way of determining race results. A new ruling of crankshaft height came into play. That obsoleted some chassis, but Marv Marzofka wasn't worried." I ended up cheating on that crank height rule. I had a dry sump oiling system, the long king pins in the front end, and lowered the front end so that engine was way down and legal to the rule. People used to think I cheated more often but I couldn't because Clem Droste was the head of CWRA and we worked in the same shop during the week."

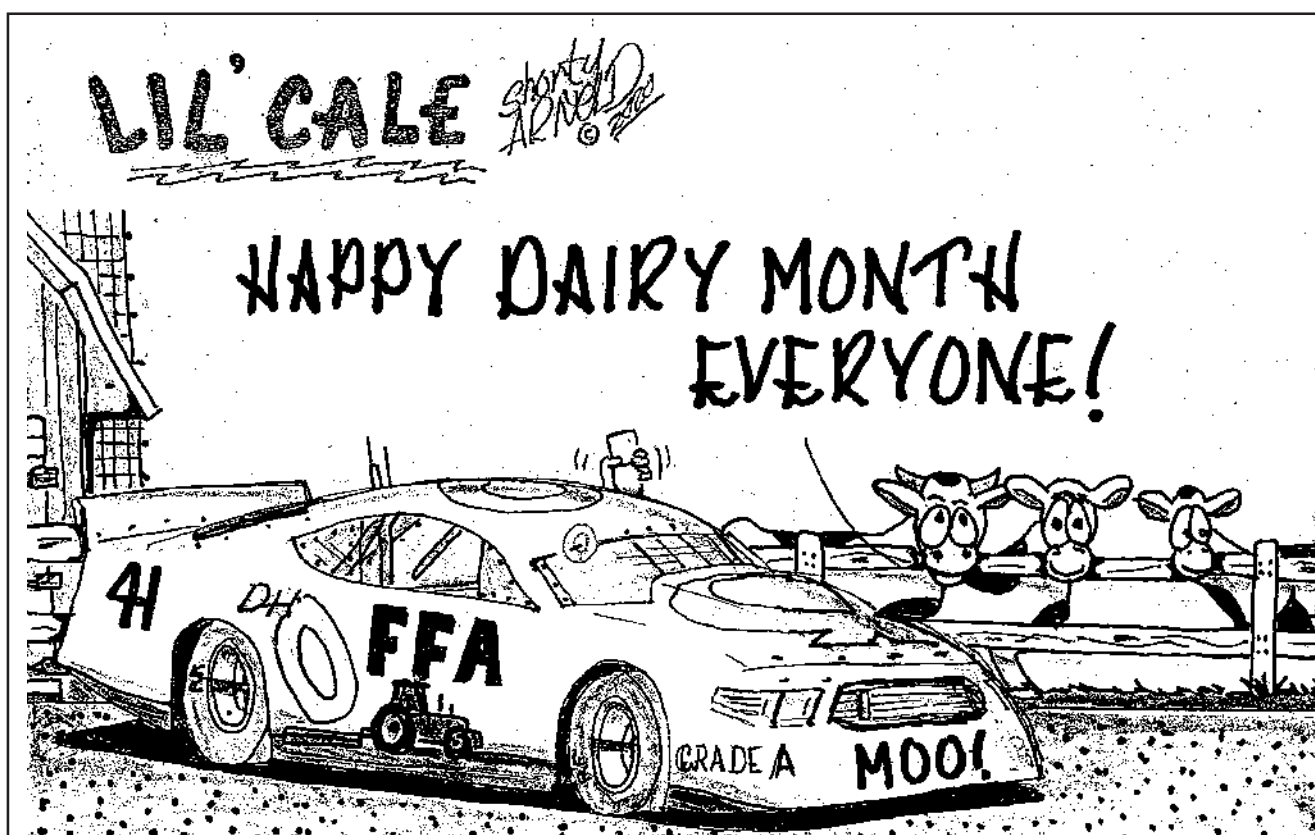
"The only time I cheated was on the whole car and I did it because of what the others were getting away with. Back had that one car that didn't have any roll cage bars on the right side, he had a cage like you'd have in a Midget racer, but that was alright. You weren't supposed to have wind tunnels, but guys boxed off that side of the car so it was open all the way thru. But that was ok. Dick had his car, at speed, the roof would flatten down and since we had a spoiler rule his roof going down would deflect air to hit the spoiler for more down force. Tom had a regular thing with frame height, he had a cable on the front sway bar, it was duct taped. I don't know how that worked but guys were testing the limits of the rules. So, I did too in 1982."

Rules or lack of at that point, would ultimately be the downfall for Marv and his racing career. Considered his best friends, certainly in racing, a group lobbied against Marv and his car in 1982. Marv knew his car wasn't legal, but with the others blatantly getting away with things without ramifications, Marzofka said that was enough. One thing Marv got picked on was the rule of the number one spark plug lining up with the ball joint. "They made me change that; it was a lot of work. Tom and the other guys had their engines in the same place, but they made me change mine. I was on the scale and the guys I trusted the most were having a meeting, up in number two corner and they put it to our checker guy to check

things and the way I had it they weren't going to let me race it that way anymore. I was mad about that, so in the race I was passing cars, passed Dick and took him out. I was second and with a couple more laps I would have gotten to Tom to do the same thing. He won the race, lucky it wasn't longer. I raced the rest of 1982 but that was it, I was done" In addition, the club came out with a new engine rule, which made it impossible to race a big block." I had to weigh one hundred twenty five pounds more than a 350 engine and you just couldn't make that up. I was really set up for the year, I had Budweiser for a sponsor which was \$10,000, I had three engines which I never had before, they were 406s, bored over 400s, Brownfield headers, the best I ever had, but with the new ruling I just quit. I didn't talk to those guys for three years after that. Eventually we got over all that and got back to the way we were, but that deal really hurt."

It was easier for Marv to give it up because he was well rounded. He had a steady Job at a car dealership in Wisconsin Rapids and did transmission work on the side. According to long time racer and crew man for Dick Trickle, Jim Bohmsach, it was easy to see why. "You Marv, you go hunting and you go fishing, you and your family do things together, you got all that, what does Dick have? Just racing." " Dick and I were talking after we quit racing, and he was having health problems. We were in West Salem at the race track and went over to the bowling alley, had a good talk. He said, "I don't think I can take this hurt I've got. I don't think I can handle it. I said Dick, come on, you know better than that, you can get through this. Unfortunately, he proved to us he couldn't, by taking his own life."

Racing History continued on page 16





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Racing History from page 15

“Quotes of the column. Contrary to popular belief, Marv Marzofka traveled more than people think. “We used to travel a lot earlier racing. Oh, ya, went to Michigan, Marne, Michigan, then there was another little track East of there, then the next day it was Cayuga, Canada, for the Queens race on Monday, Tuesday was Mt. Clements, Michigan, then right to West Salem, Wednesday and from there all the Wisconsin tracks. I had 17 days in a row one time racing. We got good money to do that too. \$500 a show. I got asked to go to Springfield, Missouri for a race one time. The guy offered me \$500 to show up there. Then we got rained out after I had set fast time. But he paid me anyway.”

‘ It actually happened in racing. Eleven track championships in a three year period which eventually added up to 33 over a racing career. Marv Marzofka was truly Marvelous and one of the best ever.

Here and there. It’s still must see racing when the World Of Outlaw Late Model guys are in town. Caught the two day show recently at Mississippi Thunder Speedway in Fountain City, WI., and they didn’t disappoint. Nick Hoffman won the first day 50



Dale P. Danielski photo

lap main, while Ryan Gustin took the next day’s main event. High, low, these guys run wherever they need to on the track to find a groove that can win for them... Tomah-Sparta Speedway, Tunnel City, WI., got their show in on May 17th. The program featured the CWRA Late Models and even though he raced for many years under that banner and won many feature races at the track, Marv Marzofka did not win the main on this night. 30 lap feature winners on the night were Corey Jankowski and Corey Jankowski. Not a typo, especially since our last MRC column was riddled with them, Jankowski won both mains.

Marzofka, by the way, will have a race run in July in his honor at the track. The event here this time was in honor of prolific winner at Tomah, Ev Fox whom Marzofka had many battles with....La Crosse Fairgrounds Speedway, West Salem, WI., got their season underway, May 18th. After, 25 laps of NASCAR Late Model racing it was Ryan Kamish taking the win in a photo finish over Jacob Goede. Tom Luethe in his best ever LM run was third.

Photos provided by Dale: #91 Marv Marzofka Minnesota Auto Parts Championship winning car. Sponsored by Gary Stein owned Auto parts store mainly for racing in Minnesota. #91 Marv winning at Plover another track he won track championships. Marzofka Budweiser sponsored. Marzofka Red Sponsored Budweiser car, 1982. Ev Fox here at Griffith Park Speedway. Ev competed against Marv, both being sponsored by Moose Peterson. Fox was a prolific winner at Tomah-Sparta track.

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

And They Walked Away

Eric Gadach of New Richmond Wisconsin took a wild ride opening weekend at Cedar Lake Speedway. Eric was OK following the incident.







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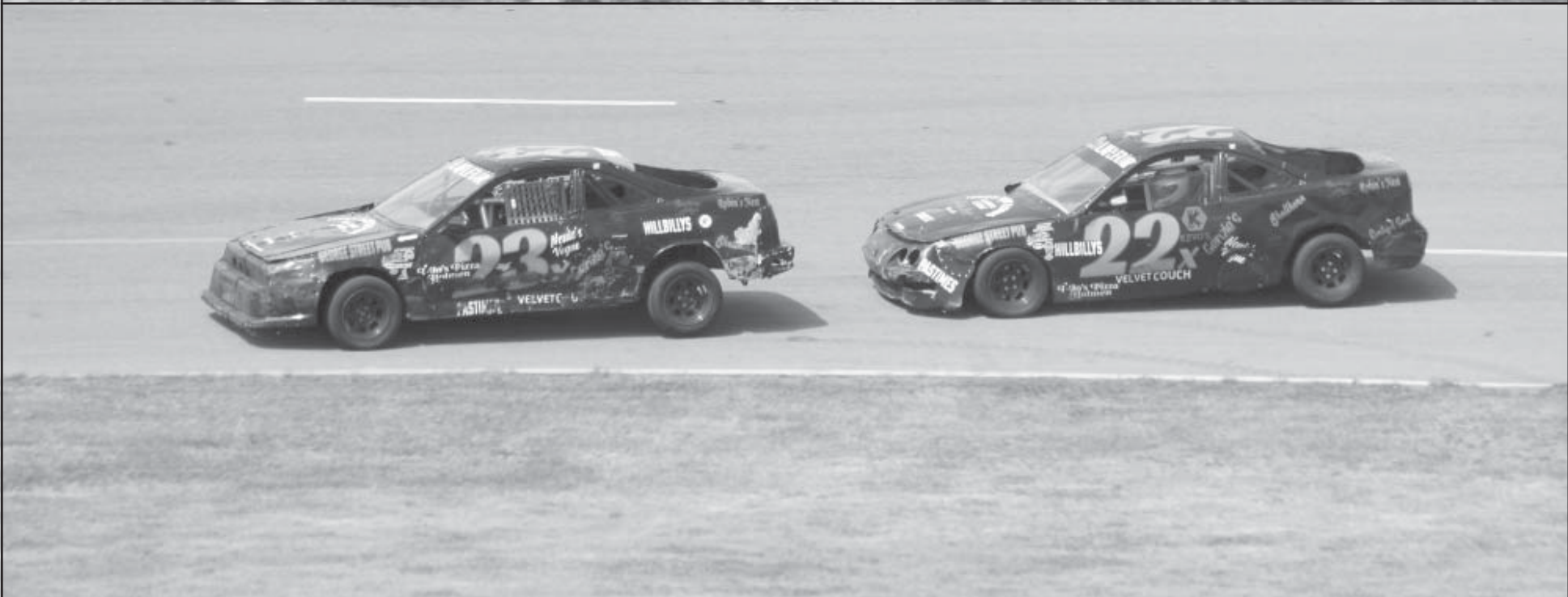
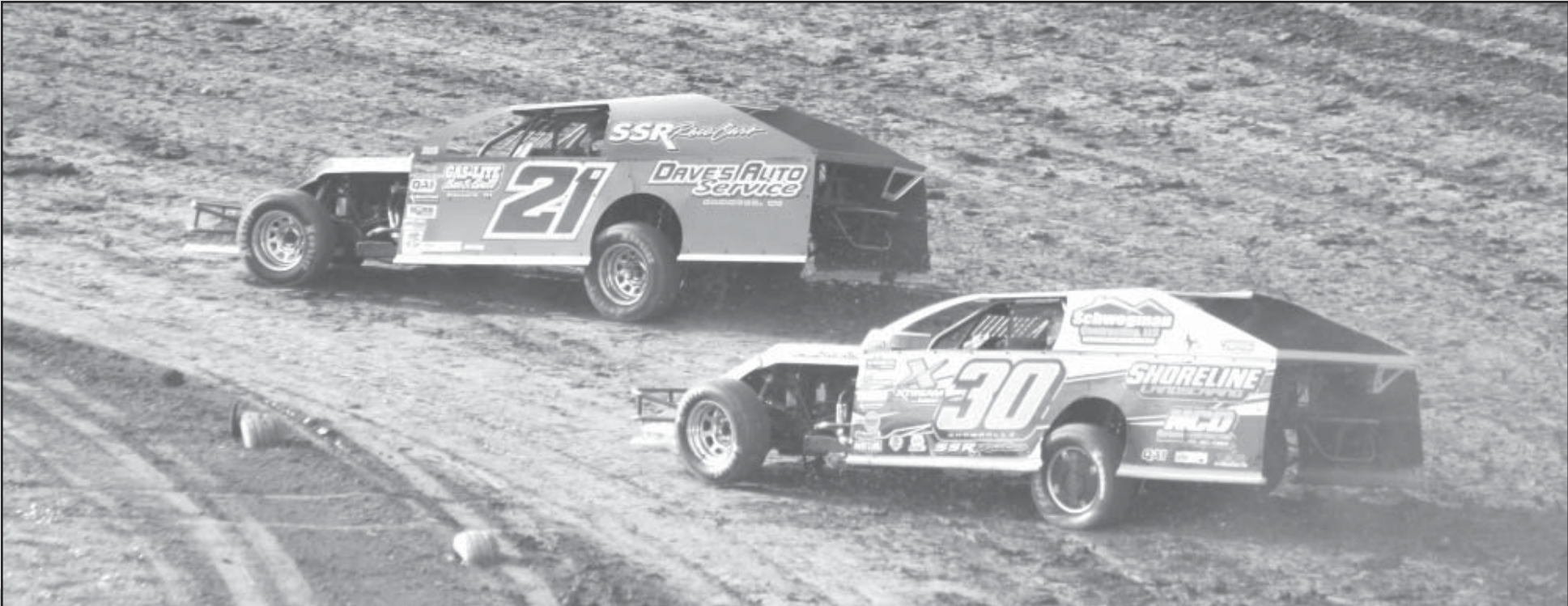
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All In The Family

Throughout the history of short track racing, it has been a family sport. It remains that way to this day. It is not just limited to families in the stands, many family members compete against each other on a weekly basis. The photos below show Brandon Jensen and Joey Jensen in Midwest Modified action at Cedar Lake Speedway, Terry LaFleur and Jace LaFleur in Hornet action at LaCrosse Fairgrounds Speedway long with Darek Gress and Monte Gress in CWRA Late Model action at Tomah Sparta Speedway.



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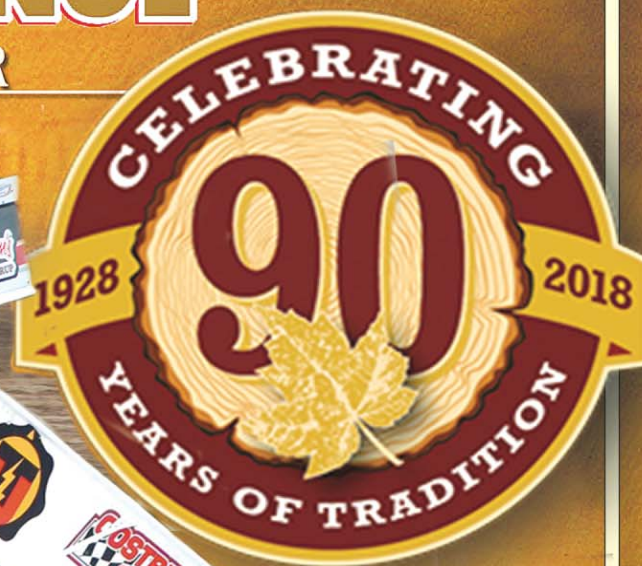
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