

THE MIDWEST RACING CONNECTION

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From A Dream To Reality

Vol. 28 Issue 5 September 2024

Inside...



Scott Bloomquist Tribute



Thunderstruck Preview

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Publisher's Note
Racing According to Plan



Dan Plan

We are now approaching my favorite part of the year. As I'm writing this, the Andy Williams song "It's The Most Wonderful Time Of The Year" is ringing in my head.

For many people, their favorite time of the year centers around the holidays. For me, it's the Septem-

It's The Most Wonderful Time Of The Year

ber through October time frame of the racing season. During this time frame, most normal tracks will wrap up their weekly racing towards the end of the month of August. The Labor Day weekend traditionally kicks off the special event season. It actually starts a few days before the weekend around here, with the annual Silver 1000 held the Thursday prior to Labor Day weekend. Unfortunately, this year's Silver 1000 was rained out and postponed to Thursday September, 26th.

Things used to wrap up early in October, but now continues well into the month of October with events such as the Topless in Ogilvie and Falloween at the Dells.

What I enjoy most about this time of year is seeing local drivers venture away from their home track and attend new surroundings at various locations across the Upper-Midwest. It's the perfect opportunity to see how drivers

Publisher's Note continued on page 4



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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)

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THE MIDWEST
RACING CONNECTION



Publishers note from page 3

from one track stack up against drivers from other tracks.

These events also allow race fans such as myself to spend multiple days at the same track, see some drivers I've only read about and just have a plain old good time. Everyone brings out their campers or checks into the same hotel and hangs out together before going back to work the next week. The following weekend, you can do it all over again at another track. We end up with eight strait weeks of special events. It truly is the most wonderful time of the year.

And finally, a special thanks goes out to Publisher Emeritus Rob Hahn. As many of you know, Rob first started this publication 27 years ago in 1997. Prior to starting the publication, Rob worked in radio and was invited to a media race hosted by the late Wayne Eddy. Included in this issue is a special tribute to Wayne by Rob.



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SEPTEMBER 13TH - 15TH

Remembering Wayne Eddy

By Rob Hahn

When I called Wayne Eddy to wish him a happy birthday this past May, I opined only former President Jimmy Carter had spent more time in hospice care and was still living. Wayne entered hospice last December. I then suggested that his decision to enter home hospice was merely a ruse to get his wife, Julie, to allow him to smoke inside the house.

Wayne, who passed away August 17, was truly one-of-a-kind. Yeah, that’s an overused cliché, but it’s true. Wayne was, in many ways, a throwback to a time – what many, including me, would consider a better time – when people could say what they felt without worrying about hurting others’ feelings.

We shared a love of stock car racing and, and even more so, a love of radio, the two of which intersected to provide our first meeting. In 1996, I was a producer at WCCO Radio and participated in the media race that Wayne and his radio station, KYMN, in Northfield sponsored. I won, besting Wayne and others, and celebrated with an unlit cigar in the Victory Lane photo with all race participants. A few years later, I was leading the media race when Wayne drove harder into turn one with a few laps to go and won the race. Close, but no cigar for me that night.

When I visited Wayne at his house in December, he greeted me by asking why I didn’t have a cigar with me. If I’d known smoking was allowed in his room, I would’ve brought two. We talked a lot about radio that afternoon, reminiscing about the times I was a guest on Wayne’s show. When I asked him if he had a favorite moment in his long radio career, he recalled the time he was broadcasting live from a county fair. While other stations were talking about what was going on at the fair, Wayne was interview-

ing someone live on the phone from China during the Tiananmen Square uprising. How cool is that!

Long before I knew Wayne, I received a letter from him. He was president of the Minnesota Broadcasters Association (MBA), into whose Hall of Fame he was later inducted. Having worked at a Winona college radio station when I was in high school, I applied for a scholarship from MBA. His letter kindly informed me I did not get the scholarship. Oh, well, not everyone is perfect, including Wayne!

Wayne’s support of local racing vis-a-vis KYMN was unparalleled in local media (with the possible exception of The Midwest Racing Connec-

tion!). From weekly shows to sponsoring local drivers to being a Motor Racing Network (MRN) affiliate for many years, Wayne understood and appreciated the value of stock car racing long before NASCAR exploded in popularity. Pioneers like Wayne don’t always get the credit they deserve, but the local racing scene, particularly at Elko Speedway, is stronger because of Wayne.

Thanks, Wayne, for your support of local racing, love of radio and friendship.





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Going in Circles



Charlie Spry

It is always fun to see first time winners, and late in the season there were a few of them at the Lafayette County Speedway.

Fourteen year old Landon Bennett scored his first career feature victory in the Hobby Stock division, as he took the lead early and then drove a pretty much flawless race to hold off seventeen year old Kyler Hefty, who had scored his first feature win in May. Landon showed a lot of poise in racing to his win. He was quietly going about his racing this year learning as he went, and he has learned very well.

Cole Ferrell took home his first career feature win in the four cylinder division in late July. You may remember that I did a write-up on Cole just before this and mentioned that he had never won a feature in his four years of racing. Now he has! I think he had a huge smile on his face all night after this. He was racing the same car that Josh Chambers had driven to several feature wins, so he kind of had to live up to that, and he did! He had so much fun on his “test drive” that he took the jump and purchased the car.

In speaking of the Hobby Stocks, veteran racer Jimmy Doescher is certainly not shy about putting the miles on to race at other tracks. Although he races weekly here on Fridays, Maquoketa on Saturdays, and Dubuque on Sundays, he and his team have little downtime, even when given the chance. They took the car over to Boone and also to Interstate Speedway in South Dakota. “We had the weekend here where they didn’t race (Darlington) and not at Dubuque, and I have never been able to figure out Boone, so we thought we would go there and try to figure it out. I still can’t, so I don’t know,” Said Jimmy. “Then, we decided to go to the show in South Dakota, and that was fun. There were something like 61 cars there in our class. We had to transfer from the B-main to get in the A, and did so, then finished sixth in the A-main.” Said Jimmy.

It is rare to find a track that he and the team do not excel at, as he has won multiple championships at most of the weekly tracks he has raced at and is always a threat to win features. He is a seasoned veteran for sure.

Always enjoy talking with A Mod driver Sean Rupp. Another driver that has been around for a long time. Sean talked of racing in the SuperNationals at

Boone as well. He raced the show five times and in three instances was in a position to make the big show on Saturday night. This takes some doing, as there are so many cars from all over that converge at this event. “One time my MSD box went out on me the final race to qualify, and another time my transmission went out when I was in a spot to make the show.” Noted Sean. Some of the other times he ended up getting wrecked.

Sean is racing with a new car this year, and has only had it out a few nights, still getting it dialed in the way he wants.

Hobby Stock racer Corey Cullen was on hand here for the first time this year. One of his sponsors is F&K Tire, who was sponsoring the night here, so he was present. “I have been racing mostly at Maquoketa and Dubuque this year. I thought I had better get familiar with the car at those tracks first,” Said Corey.

This is a different car for Corey, as during the off season he got his new car from Scott Wetter. With a newer car he is showing exactly what he can do, winning some heat races and running strong in some features. “Still haven’t been able to get that feature win, yet,” Said Corey. “It has been fun. I have to give a big thanks to Scott and Jason Reichers for their help, as I have been working out of their shop.”

Another driver who showed up late in the year is A-Mod racer David McClain. “I thought I had better get it out and ready for when we race at Lancaster,” Said David. “It isn’t where we need to be. It is not rotating in the corner. We have work to do but at least we are back at it.”

This would prove to be prophetic, as a couple of weeks later David had found the car to his liking. So much so, that he took the lead from the start of the feature on championship night, guided the way for about 13 laps, and ultimately came home with a third place feature finish behind Jed Freiburger and Bone Larson, two of the best in the business anywhere. “It was a lot of fun,” Said David, “I am glad that everyone enjoyed it.” He had many good comments about his nice run and found speed in the car. His Son, Zach, commented after the strong run, “We changed a bunch of things and we thought that we either went one way or the other with it. I guess we went the right way with the changes.”

Not much drama on championship night in the A mods, as Mr. Freiburger had sealed the deal on another track championship here before the night began. He was at times absolutely dominant on his way to his third track championship in a row here. Six feature wins here this year for the Iowa driver.

The Sportmods had a close one going into the night. Austin Stamm and Kyle Hoffmann were neck and neck going into the night. Stamm secured the title with a fourth place feature win, while Hoffmann had nothing but troubles in the feature. Not the kind of night to have when in this situation. Nothing in his control, just a bad night. Jarrett Franzen won the feature to close out the season with three straight feature wins, giving him third in the points. Stamm scored two feature wins this season here, but was steady throughout.

Jimmy Doescher had them covered in the hobby

Stock division, going into the night. His third place feature win was more than enough to grab the title. Mark Neis and T.J. Harms ended their season here in a positive way, finishing the feature 1-2. This was also Mr. Doescher’s third track championship here in a row. He scored four feature wins here this season.

No drama in the Late Models, either, as Ty Webster pretty much showed the way all year. Ty scored three feature wins here this year, and when he wasn’t winning he was right near the front. This is the first championship for the young driver.

The four cylinder division usually has a close points race, and this year was no different. Jason Kurth and Kelsey Dobbs were close coming into the night, but Jason did what he did all year... finish strong in features and avoid trouble. He only won one feature all year, but was right up there every other time. He also won titles here in this division in 2021 and 2023. Dobbs was only two points behind coming into the night but did not fare well in the feature, finishing back in the pack. Steadiness and patience on the final night did it for Jason.

Took in the season championship night at the Madison International Speedway. A decent day weather-wise turned nasty at about practice time, as a light rain descended on the track, and kept dropping wet stuff for quite some time. Then it would stop, then start again. Track drying completed, the better part of two features were run before it rained once again. A lesser person may have given up at that point, but not at a McKarns facility. After much time being spent drying the track they were able to get the other two features accomplished for an abbreviated night, but one in which one feature was accomplished for every division.

Track champions were crowned, with the late model title garnered by Zack Riddle. Zack was pretty dominant this year once again, winning seven features on his way to his sixth track title and fourth in a row.

The MisFitz track title went to Dan Snyder. Dan won three features this year and was right there in most of the other ones to secure the title. He also was the Bandit track champion here in both 2014 and 2015.

For the first time ever, the Sixer class had points tallied throughout the year with a track champion being named. The first named champion will be Dylan Klinger, who won on opening night and never looked back. He won four features this year including the one on championship night.

The HSRA (High School Racing Association) group also named a champion, with that coming right down to the wire. Coming into the night Gracie Flanagan had a small point lead over Kennedy Krueger from up near LaCrosse. Double features were on the card, and Kennedy gained points on Gracie when she had a sub-par feature finish in the first event. Holding a two point lead after, Kennedy was able to gain the track title. Would have been

Going In Circles continued on page 8

Going In Circles continued from page 7

interesting to see how it would have played out, had there been that second feature. Not to be, however, as the lateness of the show enabled time for only one feature for all. Would the tables have been turned? We will never know. Krueger, Flanagan and Charlie Thompson all had two feature wins on the year to show how close this was. Jackson Martindale got the feature win on championship night.

Talked with late model racer Ryan Goldade tonight, who won his second feature of the season while running a limited schedule. “I am pretty happy racing about six times per year,” Said Ryan. “That is why I don’t often race on opening night. I don’t want to get caught up on the points thing and feel like we have to race every week. If we do it part-time, I think it is easier on the crew and we can concentrate all that much more on making sure that we bring a very good car to the track each night.” This looks to be working well, as in limited shows this year, he won two features. Pretty tough to do against the likes of Zack Riddle and Bobby Wilberg.

Ryan also said that the limited racing helps on the pocketbook, saying, “Our sponsors are very good about it. They know what we are doing and why. This also helps us to use their and our money more wisely, I feel. We try to be very smart about the money end of it.”

Ryan got his start in racing back in 2003, when he started racing his Dad’s (Tod) car at Jefferson in the sportsman class. Part way through the 2005 season he switched to racing at Madison and has done very well in anything that he has raced. He also speaks very highly of Mr. Wilberg, saying, “Bobby Wilberg has helped me out in so many ways that I could never thank him enough. He has always been there whenever I have any questions. It is an honor to be racing with him.”

Speaking of Bobby Wilberg, I also had a chance to talk to him for quite some time. He told of his start in racing cars, saying, “I was a national champion in karts. I got a car from Odegard and decided to go race with the super lates. I was thinking that, hey, I am a kart champion, I’m going to do great, I am going to be like a king!” Well, It didn’t work out that way as he attempted to get his start here on the half-mile. “I kind of flopped around out there and had maybe a couple of races where I did ok, but mostly I was out back. It wasn’t like I had planned. So, we switched it over to race on the little track with the Limited lates (sportsman class at the time) and did much better. I think I was in the dash every night with guys like Dave and Lyle Phillips, Rick Nelson, all those guys.”

When Madison switched to a dirt surface in 1987 Bobby was looking for another place to race. “I tried Columbus, and was leading the points after about five or six weeks but they gave me grief there over the exhaust and other stuff, and I just decided to go to Rockford. The rest is history, as Bobby would run good right out of the box there, soon winning seven track titles at that tight quarter-mile, the first being in

1991. This goes along with five late model track championships here at MIS, along with two super late model titles. It may have taken longer than he initially thought, but he truly is a “king.”

I try to take in the Thursday night street drags at the Madison International Speedway every chance that I get. It is a fun event to relax and watch some very unusual and different cars make the trip down the 300 foot dragstrip down the front straight of the oval. Some are not even cars. UTV’s, motorcycles and even a modified golf cart are often seen racing. It is an inexpensive night of fun, even if you don’t participate yourself.

I want to thank everyone involved with MIS for their hospitality this year and always. Gregg and Angie McKarns, all of the track employees, and all of the drivers. Once again, truly fantastic folks!

Also took in the season championship night at the State Park Speedway. Quite possibly the last weekly show at this track, a championship just adds to the importance of the night. The night had another special meaning, as it was also the Wayne “Lodi” Lodholz memorial night, with a 66 lap super late model feature in honor of this well known and well liked local racer, who carried the number 66 on his cars.

The super late feature was a dandy, as three drivers had a shot at the title coming in. Brock Heinrich was seeking to gain his second title in a row, and right there was three time titleist Justin Mondeik. Also with a shot was Travis Volm. When feature time rolled around, it was basically coming down to who finished ahead of whom between Heinrich and Mondeik. Mondeik gained the lead first, with Heinrich seemingly having the better car right on his bumper. After trying to make the pass outside on at least three attempts, Heinrich swung wide and then dove to the inside late in the race to get under Mondeik and secure the lead, win, and championship.

No other division really had a close points race such as this. In the pure stocks, Brett Breitenfeldt pretty much had the title sewed up over Dave Cabelka by feature time. Tim Anderson had the Mini-Mod title pretty much secured, and also got the feature win on this night to make sure. Eric Breitenfeldt had the title secured in the mini-stocks, and Elliot Weiler in the Legends.

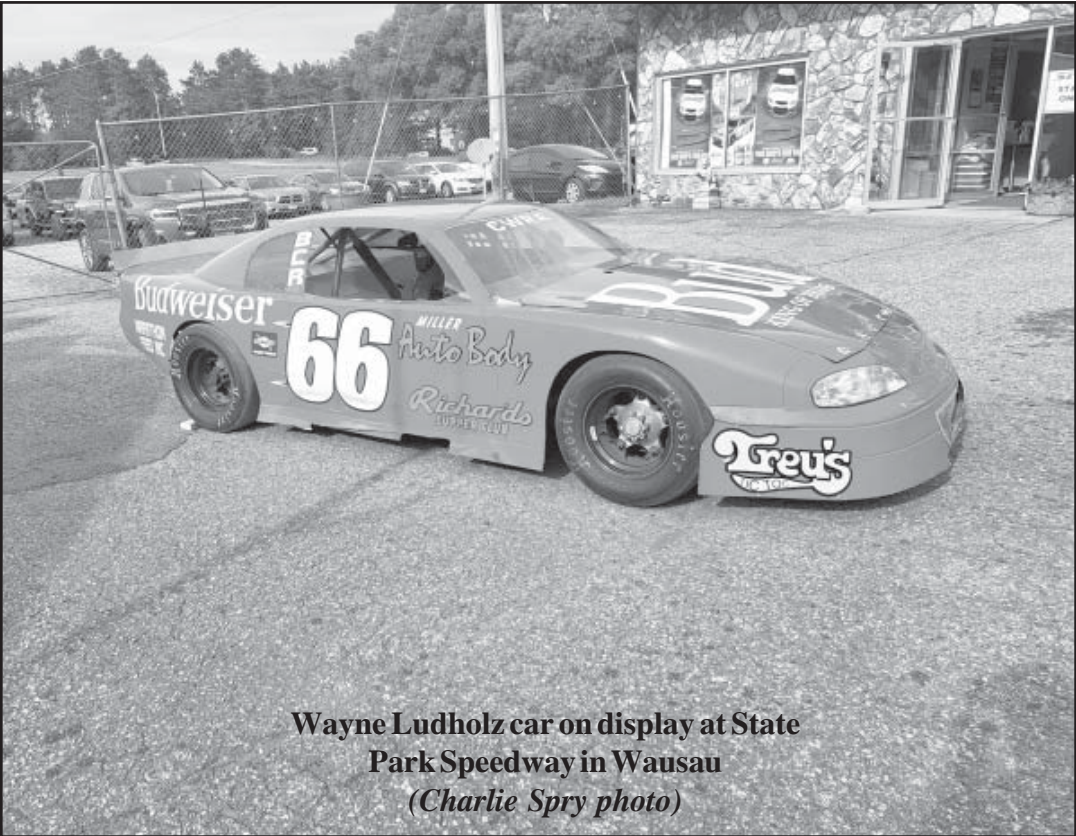
Bentley Thompson won the Bandolero title to round out the list of champions.

Had a nice little chat with Tucker Miller before the races. Tucker has been at this track since birth, and his family roots here can be traced back to his Grandfather. “My Grandfather raced here back in 1956 when it was dirt. He also was on the crew that paved the track when that happened”. Tucker has raced here in many divisions himself, including Mini-Mods and late models, and now crews for Brock Heinrich. Wanting to race on the final day of racing, Tucker plans on racing at the final event here behind the wheel of the Baumer Motorsports car. It has always been fun to chat with Tucker. One of the nicest guys you would want to meet, he also understands the importance of race track history.

Racing tonight was veteran Jim Schara. Jim has raced mostly in various four cylinder cars, but also Bomber type, full bodied cars. He brought out his old station wagon again this year that had been sitting for many years. Another person who is really fun to chat with, Jim does not get rid of cars or parts! He wanted to race this year so that three family generations could be represented, Jim, his Daughter Amanda Rowe, and Grandson Austin Bohman. Mission accomplished.

Also possibly racing here for the last time tonight was veteran Super Late driver Mark Mackesy. Mark also grew up around the track, with his Dad, Bob, racing for many years. Mark is the proclaimed “King” of SPS and has many wins and championships. I do believe that he came very, very close to being atop the all-time feature win list for late models here.

I am hoping that this was not my last night at this track, but if it was, it was a fun one! I want to thank everyone from this track for their hospitality to both my Wife and I over the years. The drivers are great and the track owners and employees have always been very good to us! Thank you to all!



Wayne Ludholz car on display at State
Park Speedway in Wausau
(Charlie Spry photo)

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Photo Gallery



*Monday, Morrissey and Majeski at Kaukauna
(Doug Hornickel photo)*



*VanDerGeest, Fenhaus and Stenjem at Kaukauna
(Doug Hornickel photo)*



*Justin Mondiek and Travis Volm at State Park Speedway
(Doug Hornickel photo)*



*Casey Johnson and Gabe Sommers during the Detjens Memorial race
(Doug Hornickel photo)*



*USA Nationals winner Bobby Pierce
(Dan Plan photo)*



*Brent Larson leads the field to green for an afternoon heat race
(Dan Plan photo)*

THE MIDWEST RACING CONNECTION

Photo Gallery



*Mid Am Stock Car Series at Madison International Speedway
(Kim Kemperman photo)*



*Three-wide MidAm action at MIS
(Kim Kemperman photo)*



*Big-8 Late Models at Madison International Speedway
(Kim Kemperman photo)*



*Three-wide Late Model action at MIS
(Kim Kemperman photo)*



*The JDC motorsports 963 braking for in front of a packed crowd
(Ethan McCarty photo)*



*The Lamborghini Huracan in front of a cloud of dust
(Ethan McCarty photo)*



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Talkin' Racin'
with Jason



Jason D. Searcy

After a rainout last year, it is one year later than expected but after a 7 year absence, Super Late Models are finally returning to Elko Speedway for the Thunderstruck93 event with the Midwest Tour on Saturday September 21st. The Thunderstruck event has been held as a memorial for driver and car owner Dan Ryan, brother of current ELKO owner Tom Ryan, who passed away in 2009 from ALS, also known as Lou Gehrig disease.

The Super Late Models as a weekly division has been absent from ELKO since 2016. The final Super Late Model race was a Midwest Tour event in 2017 for Thunderstruck93 where Dalton Zehr finished just ahead of Ty Majeski for the win. Majeski won this race in 2015 and has also finished runner-up in this event three different times.

Former Elko Speedway Champion Dan Fredrickson, a close family friend of Dan Ryan, has dominated this race over the years. Fredrickson won 5 of the 11 Thunderstruck93 events. Dan Fredrickson is now helping his 15 year old son Ty Fredrickson who is turning heads by winning races in his first year racing full-time in a Super Late Model after previously racing Legends cars at Elko Speedway. "It's always fun to race in Minnesota in front of the hometown crowd," said Ty "I remember watching my dad race Super Late Models here, it's going to be a great show."

10-time ELKO Champion Jacob Goede will also be entered in the Thunderstruck93 race. "Memorial races are always special, but this one is a little different. I actually raced against Dan Ryan when I first started in late models" said Goede. "Erica's family grew up good friends with the Ryan family and the stories are always great. I was lucky enough to win the inaugural race in 2009 and again in 2019, and have

led a lot of white flag laps, lol, it would be awesome to win again in 2024," said Goede.

As this edition was going to print Wisconsin drivers topped the Midwest Tour point standings, Gabe Sommers had one win and was leading by 25 over Levon VanDerGeest with Ty Majeski 50 points back in third. Majeski has missed one race but has 4 wins. Justin Mondiek has one win in fourth and Ty Fredrickson fifth in points only 84 back. "These guys in the Midwest tour are really good competition, I'm learning a lot racing that series," said Ty Fredrickson. Majeski is racing for the NASCAR Craftsman Truck series title, but that series is not racing on the night of the ELKO race, Saturday September 21st, so he should be at Thunderstruck93.

Other than Ty Fredrickson and Jacob Goede you might see some other familiar Minnesota racers enter this event such as Owin Giles who won this race in 2018 as part of the Big 8 series. Giles also just won the prestigious Dwain Behrens memorial race at Elko Speedway for the second time in August. Bryan Syer-Keske who was the Midwest Tour Rookie of the year in 2023 should be entered. 9-time ELKO Champion Donny Reuvers has talked about entering the race, as has former Legends division Champion at ELKO Michael Ostdiek. Scandia Minnesota resident Joe Valento is currently 7th in the point standings and has raced every Midwest Tour event so far in 2024. "I'm excited to get back to Elko Speedway," said Valento "a track my racing career started at in quarter midgets at the little track. Then the next step of racing a legend on the big track. Elko has one of the best short track racing facilities making it an enjoyable experience for fans. The track always yields good hard racing with the ability to move around the track as the race goes on. I'm ready to head back in a Super Late Model and see what we can do" said Valento.

Tristan Swanson from Elko-New Market will be there in both the Super Late Model and Legends cars, he has won many races at Elko Speedway in a Legends car over the years.

"Supers at ELKO are

Thunderstruck Preview

always a good show," said Jacob Goede. "I don't get to race a super late model much anymore, but hope to run well at my home track. Thunderstruck mixed with the Midwest Tour should bring the best in the Midwest."

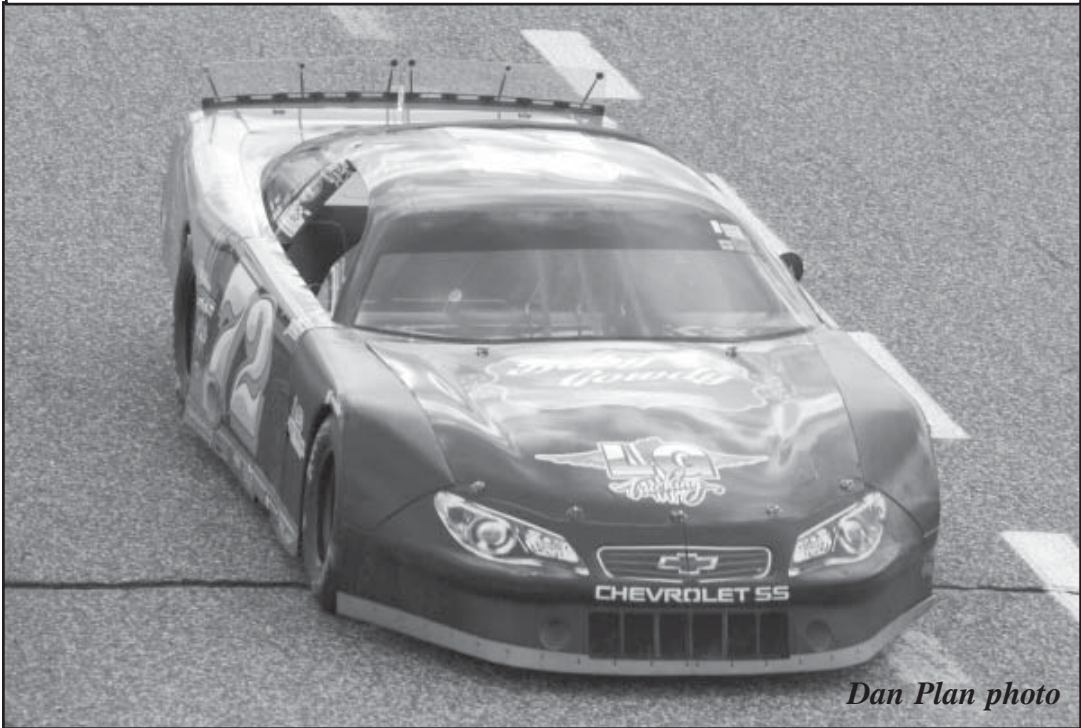
All the divisions will be racing at Elko Speedway on September 21st in addition to the Midwest tour main event. It will be interesting to see if the local racing community will step up to support this racing-only event, opposed to the combined racing and destruction events that have become the norm at ELKO. Attendance at the racing-only ARCA event in August was the largest Elko Speedway ARCA fan count of the last decade. Minnesota native William Sawalich being the star of the ARCA show and that memorable three-wide finish has to be fresh in many MN race fans' memories.

Fingers crossed that Mother Nature will cooperate because the long 7 year drought for Super Late Model fans in Minnesota is almost over.

Previous winners of the Thunderstruck93 event:

- 2009- Jacob Goede
- 2010- Dan Fredrickson
- 2011- Dan Fredrickson
- 2012- Dan Fredrickson
- 2013- Andrew Morrissey
- 2014- Dan Fredrickson
- 2015- Ty Majeski
- 2016- Dan Fredrickson
- 2017- Dalton Zehr
- 2018- Owin Giles
- 2019- Jacob Goede

10-time Elko track champion Jacob Goede won the last Thunderstruck 93 held in 2019 and is scheduled to race his Super Late Model in the event this year



Dan Plan photo

From A Dream To Reality

by Dan Plan

For several years, the IMCA Old Timers club members have been looking to build a permanent facility to house their racing memorabilia. In the past, the club would set up a tent in the Dakota Village section of the Dakota County Fairgrounds. This was a costly and time consuming venture.

In the early part of 2024, I was invited by club member Skip Pollack to attend a meeting where Joey Miller of Country Joe Homes was going to present a plan and drawings for construction of a new building on the county fairgrounds. Everything looked great, but the time table was short, and it really seemed like a dream concept at the time. Fast forward to August of this year, and the facility was completed, giving the IMCA Old Timers club members a new home. To steal a line from Joey “I think they just invited me to the meetings to keep the average age of the members down.” I’m glad they invited me to help out with the project. Seeing a permanent facility dedicated to the history of racing in this part of the country is something the club really needed and truly appreciated.



IMCA Old Timers Photos

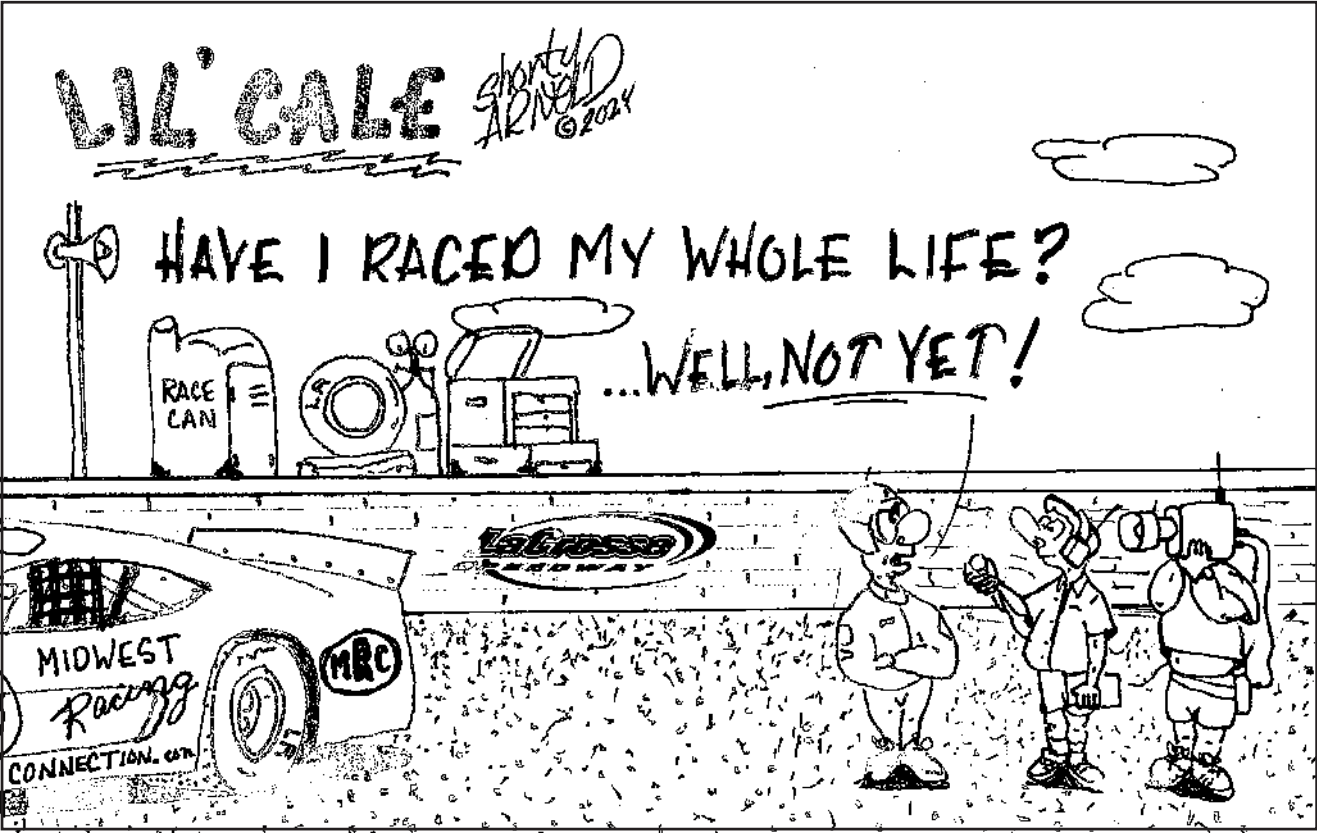
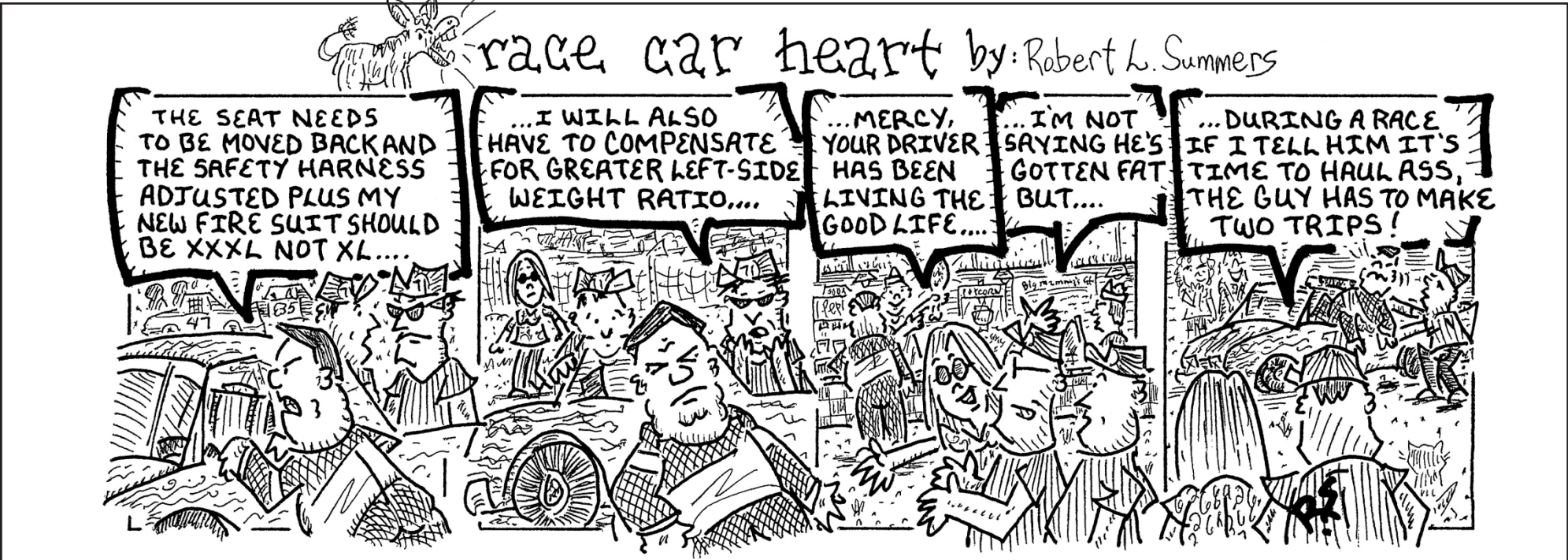


Scott Bloomquist Tribute

11/14/1963 - 08/16/2024



My best guess of seeing Scott Bloomquist race for the first time was during the USA Nationals in the late 1980's. Unfortunately, I didn't have a camera at that time. Here are a few from Gopher 50 at the Steele County Fairgrounds in Owatonna, MN. I would go to this event with my old man for many years and took a few photos in 1999 and his win in 2003. It does seem weird I was at his last race at the 2024 USA Nationals at Cedar Lake Speedway. They loved him or hated him, and he ate it up. The ones that hated him never met him off the track. We appreciated that "Ass Kickin" at Cedar Lake several years ago. RIP




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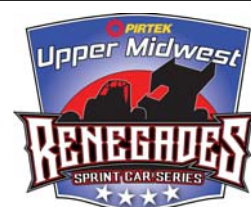
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