

# THE MIDWEST RACING CONNECTION

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THE MIDWEST'S SHORT TRACK AUTO RACING AUTHORITY

August 2019 Vol. 23, No. 4

## Inside...



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Pictures From The Past



Racing Nuggets



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## Publisher's Note Racing According to Plan



### Dan Plan

I don't have the facts or figures on hand to backup this statement, but I'm almost certain more race tracks have closed in my adult life than new ones being built. In simple terms, I can count on 1 hand the number of tracks near me that have been built in the last 30+ years, and it takes more than 2 hands to count the ones that have closed.

While most weekends of my life have been spent at short track ovals, the last several years I've spent

## All good things must come to an end

many weekends at Eau Claire Raceway. While I've only been out in Eau Claire for a few years, The Midwest Karting Association has been racing at this facility for over 25 years.

My involvement with the kart club first started out helping my kid and occasionally working in the flag stand. Ultimately, they talked me in racing a kart and then buying my own kart at 50 years old. You could say I got a bit of a late start, but I've had a blast. I've been lucky enough to pick up a few wins, but the most fun I had was finishing fourth earlier this year. I was in a 4-kart battle for the lead, we were all right there at the finish, and I was grinning ear to ear being part of the battle for the win.

I've also had a lot of laughs and made several new friends through the Midwest Karting Association the last few years. Unfortunately, at the start of Summer this year, the club was informed the land used for the track was being re-claimed by the owner and the season would end in early August of this year.

Going forward, the club has no home and needs a new place to host their events. Many options are being explored, but nothing has been locked in yet. If you know anyone in the Eau Claire, Wisc. area that has an extra 5 acres or so of land and several hundred thousand dollars available to pave a road course, the kart club could sure use the help.



The Midwest

**RACING**

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Publisher

Dan Plan

Contributing Writers

Dale P. Danielski

Jacy Norgaard

PJ "Jacklyn" Nuttleman

Dean Reller

Jason Searcy

Charlie Spry

Photographers

Guy Adams (815-980-0354)

Vance Birno (612-308-3572)

Jeff Blaser (715-498-7544)

Martin DeFries (651-346-1199)

TJ Harron (608-301-5258)

Doug Hornickel (920-723-0522)

Tom Loos (715-370-7895)

Mark Melchiori (414-463-0131)

Bruce Nuttleman (612-860-6622)

Vince Peterson (612-419-6372)

Jess Riedner (608-334-5329)

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Cover photos by: Dale P. Danielski, Doug Hornickel, Jacy Norgaard, PJ Nuttleman and Dan Plan



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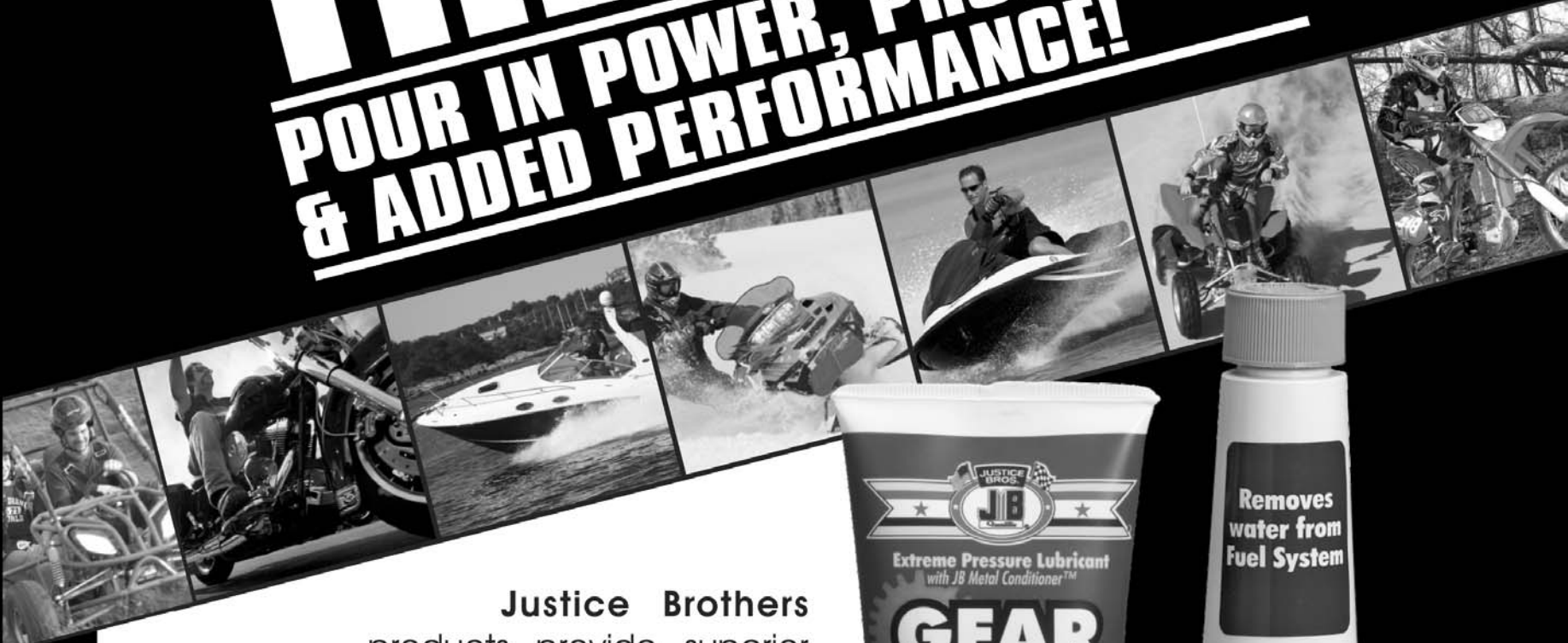
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## Going in Circles



### Charlie Spry

Whenever a driver and their team decide to race at a different track from what they are used to, it takes a lot of backing to make the change. One must have a solid crew, ability to adapt, and sponsorship approval, at least in the upper divisions.

This year at Madison International Speedway, NASCAR Late Model driver Colton Morgan and team made the change. Colton started his career in the Bandit division at the old Columbus 151 Speedway, raced a couple of times, then started racing in that division at the Dells. He did very well, eventually winning numerous features and even held the track record in qualifying for a long time. After this, he raced there with a late model for one year.

Now, in 2019, he and his team made the change to race on the high banked half-mile at Madison. "We decided to change things up a bit," said Colton, "Many of our sponsors are from the Madison area, so this is more in their area, and they backed us up on the change. The pay is real good here, and Gregg (McKarns) is real good to work with. If Gregg wasn't here I don't know if we'd have made the change."

Family support is a big help, and Colton certainly has that. His Grandfather is Hub Schulenberg, who raced here and other area tracks for many, many years from the 1960's through the 1980's. His dad is Ron Morgan, who raced many years at Columbus and

the Dells (some may remember his unique '55 Chevy bodied car in the street stock division), and his Uncle, Steve, also raced.

Other changes will be coming, as Colton noted, saying, "I am going to be getting married this year, so my racing plans may be a bit unknown for a while after this year. We don't know what we are going to do yet."

Unfortunately, one week after I interviewed Colton, he suffered a bad crash at the Madison track. "A control arm broke, I was just along for the ride," Said Colton. The car was likely destroyed. "We are trying to figure something out to get back out here in three weeks (the next time the division races there). We will probably have to get a different chassis, we'll see what happens with the money situation and all."

Keep an eye out for the black #39 car. This team may not be collecting feature victories yet, but Colton has an ability to meet people and find sponsors, has big time family support, and drives well. He is part of the future of racing. Here is hoping this team can get something together, the sport needs people like this.

As we approach the month of August, several teams are making their first appearances in the late model division here. Lacrosse point leader Nick Panitzke came down and took home a feature win. Others showing up include another Minnesotan, Jacob Goede, and Wisconsin drivers Shane Morrissey, Hunter Drefahl, Seth Reamer, Kyle Smith, and Craig Phillips.

Rich Bickle was on hand recently along with author John Close, signing copies of their new book on Bickle's career, named "From Barnyard to Brickyard." I made sure to purchase a copy and talked briefly with both. I was always curious as to what happened to his '74 Nova that he ran at Rockford in 1980,

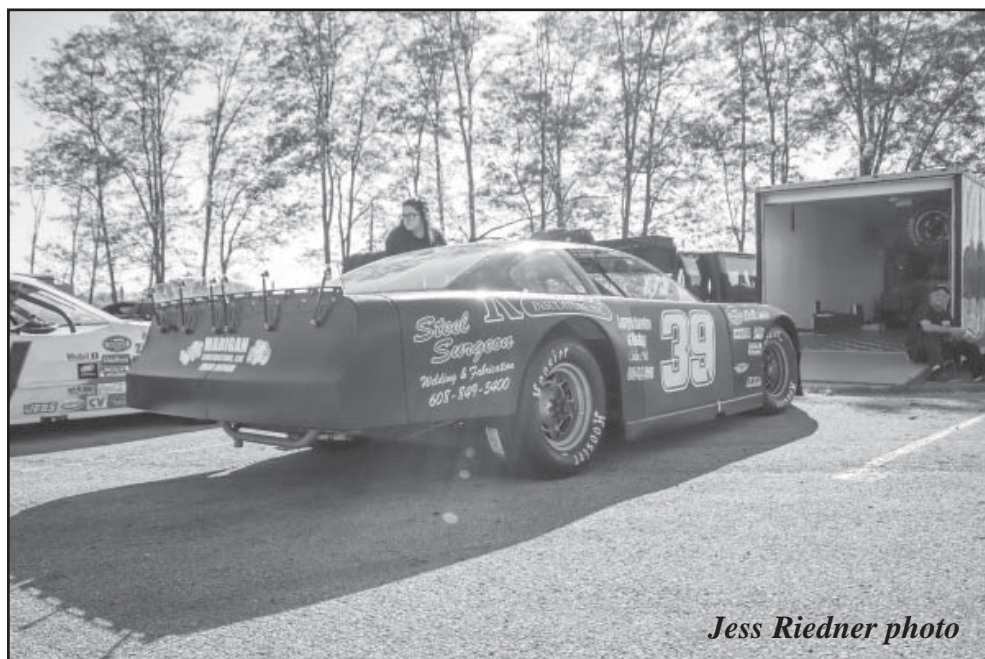
pretty good with that car at Rockford, usually in the fast heat. Anyway, this is a book to read. I've just thumbed through it so far, but it looks very interesting.

At Rockford Speedway, Nineteen year old Bandit driver Garrett Braden is enjoying his very first year of competition, and has been fast right out of the box, and getting faster, too fast! He has broken out of the qualifying time for the division which runs a breakout rule.

This may not be totally surprising, until you find out that he has never raced...anything. "I don't have any family members that ever raced, no family ties to it. None of my crew guys have ever raced or worked on a crew before. We bought this car during the winter and built it ourselves," Said Garrett.

So, how did they get so fast, so quickly? "We talked to people that know, and we LISTENED," said Garrett. His car is also something a bit different, as they built a Chevy Cobalt. Not too many of these at the area asphalt tracks, yet, although some have been built for the dirt tracks.

As of this writing, Garrett has set fast time, won a heat race, and had several top finishes in the features. He will soon get over the hump and get that first feature win, no doubt. Hats off to both Garrett and their crew, they have accomplished a lot early on in a division with a lot of veteran drivers with many years of knowledge.



Jess Riedner photo



Bruce Nuttleman photo

and then started racing at Lake Geneva, Madison and many others. "I think it just got scrapped after I was done with it. People didn't keep them around as much as they do now," Said Rich. He made reference in his book as to how he was the "semi-feature king" that year, winning twenty-three of them. I remember him running

The ARCA Midwest Tour came to town, and Casey Johnson stormed off with the big win. This driver can go to any track and wheel any car and be a threat. Problems took many out of the picture, and you have to be there at the end to win.

Had a nice chat with Andrew Brocker after the race. This was only his third ever ARCAMWT race, and first here, and he quietly made laps and finished seventh. "I'm just tickled to finish and have the car in

*Going In Circles continued on page 6*



*Going In Circles continued from page 5*

one piece, after all the troubles others had,” Said Andrew. His car had nary a scratch on it, and he drove a nice race. He was surprised that I remembered a first generation Camaro that he raced many years ago at Slinger, saying, “wow, that is a long time ago. I wish I still had that car, it would make a great vintage racer now.”

Max Kahler had a bit of a surprise in the NASCAR late model 76 lap feature, as Jon Reynolds Jr. had a commanding lead with three laps to go. At that time you could see something was happening, as he appeared to be trying to move the car around to get fuel to the pickup. With the multitude of cautions, he slowed and pulled in, running out of fuel while having the race in the bag. Max took the lead and won, while Jon could only get out of his car in exhaustion and disappointment, laying on the track in disgust. Max wasn't done yet, as he jumped in a super late and ran the ACRCAMWT race, finishing fourth in that.

Bobby Frisch has proven that he can race and win in any kind of vehicle. Even a school bus. He won a bus race at Rockford, and also won a Sixer feature in his first time in the car. Of course, he has also raced and won in just about anything, a true wheelman. He is also very humble about the whole thing. I would have never been late for school when I was a kid if I would have had a bus driver like him!

Nick Schneider is another driver who can race and win anywhere, in anything. He raced Roadrunners for many years and is kind of the “figure-eight king” here at Rockford. Now, the figure-eight races are run with the four-cylinder Bandit cars, so he has a couple of them. He recently won a Bandit feature with the hood blocking his view for most of the race. Don't think I have ever seen that before. He also won a feature on the dirt at Lafayette County Speedway.

I got a chance to make it up to the State Park Speedway on a night with another great racing book making its debut. Father Dale Grubba always im-

presses with his books, and his latest, titled “67” makes reference to the fact that both Tom Reffner and Dick Trickle had seasons where they won that many features in a year. It was great to see so many famous people from the Midwest here for this book signing. Got a chance to talk to Tom Reffner briefly. I asked Tom if he remembered racing at the Columbus 151 Speedway, to which he replied, “I think I raced there four times. One of those times I finished the feature in a tie with Bill Retallick.” It is amazing that he can remember this stuff!

As for the book, it is of course, a MUST read. Anything the Father writes is going to be good, and I thumbed through it, but can't wait to sit down and do some serious reading. there are some great stats, photos, and stories here!

When I was a kid, Tom was my favorite driver. My Dad was a big Marv Marzofka fan, and he was present to sign as well as many others. How often do you get a chance to chat with your childhood heroes? So totally cool!

Really enjoyed talking with “Grandpa” Bob Dalsky, who raced USAC and IMCA stock cars back in the 1960's. He also raced at Wausau, starting in 1959. It is so much fun to chat with someone who raced in that era, and the info. shared on what the tracks were like. He had a replica of his 1965 Ford Galaxie that he raced back in the day present. It is amazing how much these guys traveled back in the day, usually sleeping in the bed of a pickup truck, and racing until the wee hours, then going to work the next day!

Sixty-Seven feature wins in one year? I really doubt anyone could ever duplicate that now. The rules are different everywhere, and there are less tracks. When this was accomplished, they could race four or more times per week, same rules. Now, it would be hard for anyone to even race sixty-seven times in one year, let alone win that many. Maybe on the dirt, but not on the asphalt. BUT, records are set to be broken.

In addition to all of this going on, we also had some racing! The CWRA late models put on their usual excellent show. Pretty much everyone in the field has a shot at winning, but it was the usual suspects getting it done tonight. Travis Volm has been on a roll here, and won one of the features, while longtime veteran Jeff Weinfurter won the other.

Amanda Rowe won the stock four-cylinder feature, her first of the year in which she has had some difficulty. She won the point title last year, winning a few features, but this year she just recorded her first. A

school teacher by trade, I wonder if the kids get her talking about racing to avoid their lessons? Hey, we did that when I was in school with the history teacher, who also coached basketball....Just start talking about Friday night's game, and there you go!

The mini-mod class has seen a three way battle all season, as Garrett Strachota, Greg Blount, and George Seliger have accounted for all of the feature wins. Strachota got it done tonight.

Alex Volm has been strong in the pure stocks and took the win tonight.

It was also nice to chat with longtime photographer Tom Loos, who you will find at many central Wisconsin tracks. Tom is just a genuinely nice guy and does a great job behind the camera. I always liked the fact that he didn't seem to have any favorites. It didn't matter if you were a top dog late model driver or the slowest person in the four cylinders, he was going to take your picture! He has also sponsored many, many people over the years.

Let's hope some of the wet stuff stops and a bit cooler temps bring more fans to the tracks in August!

*Coming in  
the September  
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*USA Nationals  
and  
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*Bruce Nuttleman photo*

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## New Dirt



### Jacy Norgaard

The past couple months of this summer have been a roller coaster ride chalked full of moments of joy and sadness. I've been incredibly fortunate the last few weeks to capture photographs at numerous marquee events. I've also had to deal with realities of life in the deaths of an industry icon in the Dirt Monthly Magazine editor, Travis Cushion and my dearly beloved grandmother, Mary. Coupled together all of these experiences have taught me a valuable lesson about not just racing but life in general. Many of us turn to racing as a hobby that consumes much of our time, energy, money and resources. We make friendships along the way with others in the industry and these have a way of changing our outlook on life. I am beyond thankful for each and every opportunity I've ever been given in the sport, and I cherish each moment because I know all too well how quickly good things can change.

Travis Cushion was an industry giant and co-creator of the Three Wide Magazines: Dirt Modified, Dirt Late Model and Flat Out, now known as Dirt Monthly Magazine. Travis took chances on the little

guy and helped many of us get our feet wet in the industry on a national level. Sadly, he lost a relatively short bout with cancer in June and his loss will be felt for quite some time. Many years ago while discussing one of my images, Travis told me that my photographs, "had a shelf life outside of a magazine." This inspired me then to find a unique way to tell the story of our sport. Life got busy and my photography got stale in my mind and I didn't

find myself pushing for those sorts of shots. Then Travis died and a fire was lit inside of me that I hope never burns out. In honor of his memory I've strived each race night to live up to those immortal words.

Being able to capture our sport the only way I know how, through a viewfinder of a Nikon with a glass full of lens is the greatest feeling in the world. I've seen some incredibly touching moments that are hard to sum up in just a few short words. Recently at Granite City Speedway during the fan appreciation night, flagman Brian Riedemann conducted a flagman invitational race. This race was comprised of top level talent in all divisions with defending champion Thomas "TJ" Inderieden starting from the pole in his number 3 Hornet. Inderieden quickly paced the field to green and drove away from the field of Modifieds, Super Stocks, and Midwest Modifieds on his way to winning and defending his Flagman Invitational Championship. What makes this moment special is the fact that TJ is

a young man with down syndrome who is out competing week in and week out, living out his dream of being a race car driver! To see these race car drivers of high caliber talent levels, take the time to make his dreams come true was extraordinary for all.

The World of Outlaws Late Model series rolled into my home track of Ogilvie Raceway on July 13 and to the Red Cedar Speedway in Menominee, Wisconsin on July 14. I was

## Moments of impact and how we've got it good



Jacy Norgaard photo

lucky to be able to shoot both events and put my unique spin on things. This was quickly noticed by the World Of Outlaws public relations director Jordan, who is almost as excited as I am to cover future events. Recently they have started to use many of my images in advertisements and social media posts, a start to what is hopefully a long-lasting relationship. I made the trip down to Iowa Speedway on Saturday, July 20 for the NTT Indy Car Series. I was covering the event for this paper and was ecstatic to shoot with real world racing photography professionals. Many of these men and women either work for the Indy Car Series or were on assignment following the series. Mother nature decided to be incredibly unfavorable and the skies opened about an hour before the green flag was scheduled to drop. The rain persisted for a few hours before letting up and allowing the jet dryer's to hit the 7/8 mile oval.

As I waited out the rain delay in the Media Center I had the opportunity to converse with several of the photographers in attendance. We shared stories of events we covered and discussed the tens of thousands of dollars in photographic gear we had stowed away in bags and cases. This was the first ever time in my career I've had the chance to talk shop with the industry professionals. As we sat there discussing our interesting routes into motorsports photography, I couldn't help but appreciate the road I've travelled to get to that point. I was thankful for the opportunity provided to me by The Midwest Racing Connection and Dan Plan and just how lucky I've had it, in fact how lucky we've all had it. Local racing has a way of connecting each of us to others, to friendships and to business and career opportunities. Someone you know introduces you to someone they know, they share an image of yours that gets recognized by someone they know and all of a sudden you



Jacy Norgaard photo

*New Dirt continued on page 9*



*New Dirt continued from page 8*

are covering major events or having your photos purchased by large racing related companies. I recognize the strain of luck I've been given, because of local racing. Here I was shooting among the best of them, many who worked their way up from a smaller gig to the big leagues. They put in years and years of work and I made it a different route. I don't believe there is anything wrong with this, you take what you can get and sometimes the road to the top is easier for others. But along the way you have to stop and express gratitude. I'm by no means anywhere close to the talent level of many of the Indy Car photographers, but their work provides me with a reason to keep at it and keep creating "shots with a shelf life outside of a magazine."

The jet dryer's finished their duty and we took the green flag shortly after 11:00 PM. The race went about 55 laps before a smaller rain shower popped up and delayed activity and additional twenty-five minutes. After that it was smooth sailing and fun shooting as I tried my best to capture images of the 180 MPH open wheel titans. Josef Newgarden dominated the race and pulled into victory lane just after 2am. I said goodbye to my new friends and left the track around 2:30 AM with a smile on my face and energized to continue to capture moments of motorsport. As I made my way back from Newton to Minneapolis on Sunday morning I received word that my grandmother had passed away. Life has a funny way of bringing you down from the high of your life and reminding you of just how fortunate we all are. Even when everything is going right for us, for others it is not.

The tumultuous past few months have taught me to be more grateful for the experiences I have had and the moments I have been able to photograph. Get yourself a subscription to The Midwest Racing Connection, go to your local track, pitch in when you can. Local racing is special and can open doors like you never thought possible. Whether you are a driver, a sponsor, a write or a photographer, local racing is there for you in some way. The road isn't always a straight path or a small oval. Sometimes the journey is as big as Talladega or as small as Raceway Park. The stage might be the biggest one or the quietest Sunday night dirt track. Wherever it may be, there is one thing for certain and that's local racing. We've got it really good folks, don't lose sight of that. Ever.

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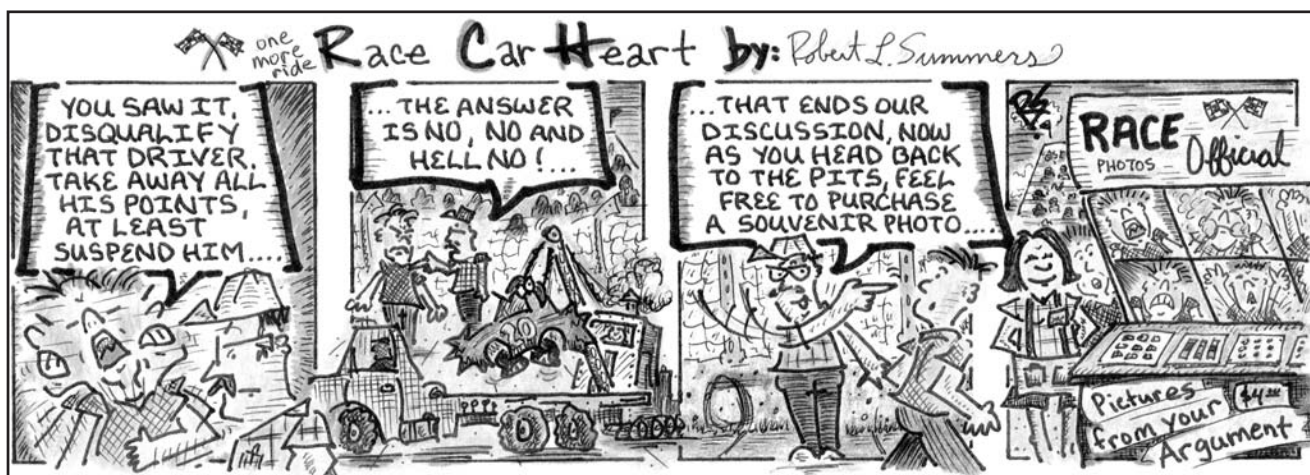
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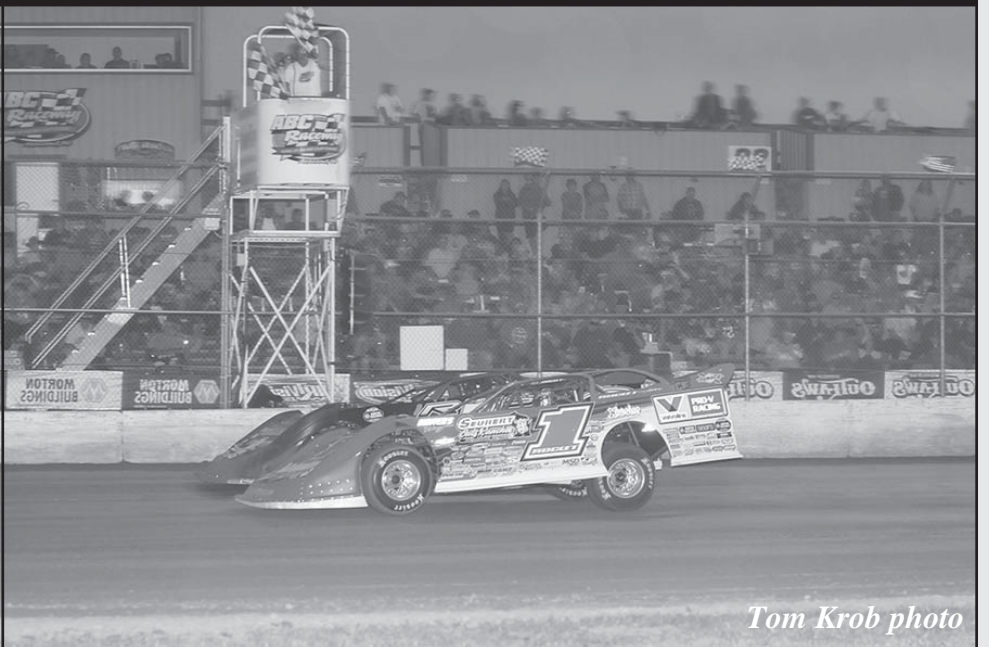




# B-Shepp Northern Sweep



Scott Swenson photo



Tom Krob photo

World of Outlaws Late Model point leader Brandon Sheppard started off the month of July by winning events at Deer Creek Speedway and ABC Raceway. The Deer Creek event was the 40<sup>th</sup> Annual Gopher 50, while the ABC Raceway event was the inaugural visit by the tour to Ashland.

## SEE THE STARS! 2019 SCHEDULE

- SUNDAY 5-MAY / MADISON INT'L SPEEDWAY
- SATURDAY 25-MAY / JEFFERSON SPEEDWAY
- MONDAY 27-MAY / WISCONSIN INT'L RACEWAY
- SUNDAY 16-JUNE / THE MILWAUKEE MILE
- SATURDAY 29-JUNE / ROCKFORD SPEEDWAY
- SATURDAY 27-JULY / STATE PARK SPEEDWAY
- TUESDAY 6-AUGUST / WISCONSIN INT'L RACEWAY
- FRIDAY 16-AUGUST / MADISON INT'L SPEEDWAY
- SATURDAY 31-AUGUST / DELLS RACEWAY PARK
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- THURSDAY 8-AUG 7:30PM / THURSDAY NIGHT STREET DRAGS
- FRIDAY 9-AUG 7:30PM / UNION 464 KID'S NIGHT (11 AND UNDER FREE)
- FRIDAY 16-AUG 7:30PM / HOWIE LETTOW CLASSIC 100 WITH MATT KENSETH  
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- FRIDAY 30-AUG 7:30PM / WHELEN ENGINEERING NASCAR CHAMPIONSHIP NIGHT
- THURSDAY 12-SEP 7:30PM / THURSDAY NIGHT STREET DRAGS

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## The Fastest Short Track On The Planet



Jacy Norgaard captured these fantastic photos of the Indy Car Series visit to Iowa Speedway. After several rain delays, Josef Newgarden picked up the win.

# WHERE TRADITIONS BEGIN.



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# World of Outlaws at Cedar Lake Speedway



The NOS Energy Drink World of Outlaws Sprint Cars made their annual visit to Cedar Lake Speedway. An event that was a weekday, one-day show for many years has now turned into a two-day extravaganza. The Friday night show was plagued by weather, with the first interruption occurring just after opening ceremonies. Jermy Kerzman picked up the rain-shortened UMSS Traditional Sprint Friday night main event. Although a valiant effort was put forth by the track-prep crew, the World of Outlaws main event and UMSS Winged Sprint main event were postponed to the following day. Former Late Model standout Harry Hansen doubled up on Saturday, winning the UMSS Friday make-up show and the Saturday night main event. Sheldon Haudenschild grabbed the make-up World of Outlaws main, with Brad Sweet taking the night cap.



DB3 Imaging photo



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## World of Outlaws at Cedar Lake Speedway

Sheldon Haudenschild battles for the lead with ten-time World of Outlaws champion Donny Schatz (left photo) in the postponed Friday night main event. Haudenschild would go on to pick up his first win of the 2019 season. World of Outlaws point leader Brad Sweet rebounded from a DNF in the first feature to pick up a win in the Saturday night show at Cedar Lake Speedway (right photo.)



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# 2019 Slinger Nationals



Doug Hornickel photo

2003 NASCAR Cup Champion Matt Kenseth kicked off his grueling 2019 racing schedule by competing in this year's Slinger Nationals. After an early race mechanical issue, Kenseth rebounded and battled defending race winner Ty Majeski to score the last lap, last corner win. Local competitor Steve Apel set fast time for the event. Kenseth recently announced the 2<sup>nd</sup> race to his schedule at Madison International Raceway on August 16<sup>th</sup>.



Bruce Nuttleman photo



Bruce Nuttleman photo



Bruce Nuttleman photo

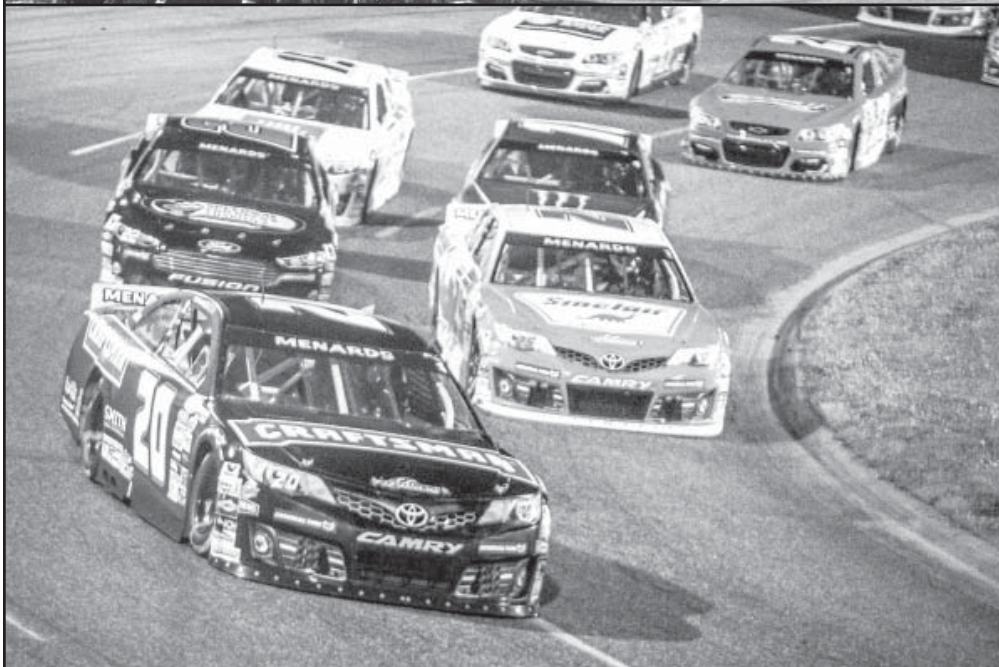


Bruce Nuttleman photo

The Slinger Nationals field 4-wide salute to the fans, Matt and Miss Slinger in victory lane, and the incident involving John DeAngelis and Alex Prunty. DeAngelis, Apel and Prunty would round out the top-5.



## ARCA Visits Elko Speedway

*Ryan Nuttleman photos*


*The ARCA Menards Racing Series made its annual visit to Minnesota at Elko Speedway. The event gives race fans the opportunity to see live pit action (top photo). Rising star Chandler Smith came back from a mid-race spin to take his fifth career win and third consecutive win in ARCA's Sioux Chief Short Track Challenge Series. Chandler would follow up his Elko win the following weekend with a win at Iowa Speedway.*

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## Auto Racing Facts, Observances and Opinions



**Dale P. Danielski**

Any more, it doesn't seem as though we have as many Historic happenings as before, unless it's something just plain weird. One thing that was extremely historic was landing a man on the Moon!

Russ Mueller, former racer and big fan of the sport informs that they were racing at the Griffith Park Speedway, Wis. Rapids, WI., on July 20th, 1969 when we landed a man on the moon. Of course, I had to take that information and run with it, doing some digging to check out the event at that track on that date.

The Griffith Park Speedway had been holding events at the tiny, 1/4 mile, flat asphalt oval since 1960. Unfortunately, this squabble and that squabble led to it's closing in 1968. The Golden Sands Speedway, Plover, WI., built by Sam Bartus, was going great guns with high speed racing on the high banked, 3/10ths mile paved oval. Unfortunately, as reported here previously,

issues with track and drivers came up, and a strike occurred, shuttering the track for most of the 1969 racing season. Enter Jerry Benson and Howard Johnson, promoters from the Dells Motor Speedway, Wis. Dells, WI., to keep the top Central Wisconsin racers happy, as they rented the track. July 13th actually was the start date for racing at Griffith Park as track and drivers just couldn't come to an agreement pertaining to the Plover Speedway. After racing at the high banked tracks, it was quite the departure going back to Griffith. However, a good field of cars showed up and veteran racer Sonny Immerfall won that first feature there. July 20th rolled around, and everyone was tuned in to the Moon landing. Russ Mueller indicated he couldn't be at Griffith on that day as he was serving the Country in Germany, but his sister attended the event. According to her, they had TV sets set up at the concession and beer stands for fans to watch. In 1969 how difficult would that have been to pull off!

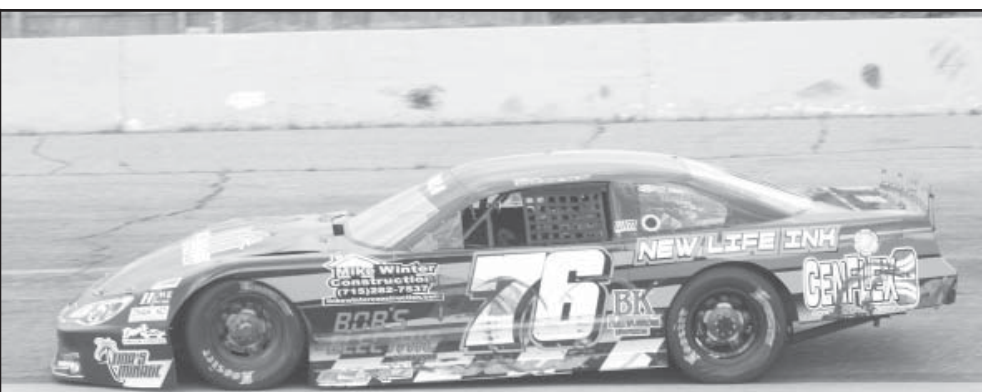
The show did go on and while Neil Armstrong and Buzz Aldrin took the first steps on the Moon, Don Rodah, a Hancock, WI., racer won the feature race at Griffith Park. For the history books, Dick Severson, Dean Spohn, Jim Sauter and Jim Back followed Rodah to the checkered flag. Other winners on the night, included, Ron Beeman, Buck Linhart, Ed Colby and John Brevik in the heat races, while Ron Waskowiak captured the consy, and Tom Jensen took the semi-main win. Back set fast time at 14:12 seconds around the tiny bull ring track. Now that folks, was a historic day/night. Certainly, to this day memorable, both for the Moon landing and the racing!

The severe storms in the area, including 14 Tornado sightings didn't hit until awhile after we caught some CWRA Stars to Legends Tour action at State Park Speedway, Wausau, WI., July 18th. And what a night of racing it was. On Father Grubba book signing night, it was the usual twin feature format for the Tour racers and they put on some great competitive, side by side racing. When the dust had cleared it was Jeff Weinfurter and Travis Volm taking the 35 lap Main event wins. A field of 20 was on hand for the racing and Mitch Stankowski started things off by setting fast

time. The first 35 lap feature had double wide racing from the get go, and it stayed that way throughout the field and race. Putch Bentley a regular Tour follower and a great sponsor supporter of the CWRA, got out front early, and stayed there most of the event. He eventually slipped a bit, but a 4th place finish, had the "Upper" driver very pleased! Mark Mackesy and Travis Volm had a bit of a tussle going on, and unfortunately contact was made and both as a result were sent to the rear of the field with only 11 laps remaining in the race. That left the door open for Tour point leader, Jeff Weinfurter, who had the best view of everyone sitting in 3rd spot, to inherit the lead which he held on to the rest of the way. The 2nd 35 was equally exciting with Mackesy and Volm again going at it to see who would win the battle and the war on the night! With a nifty move in traffic, albeit using a fair amount of race track, Volm got by Mackesy and went on to win the main event. No real harm done, and again, a great show for the fans!

Here and there...Some other significant happenings in 1969 included the huge Rock Concert, Woodstock, taking place on Max Yasgur's farm in New York. The Charles Manson murders took place in this same year. Prior to, the pathetic New York Mets became Marvelous, winning the 1969 World Series in baseball... Lot's of well known racers were on hand at the father Grubba/CWRA, State Park Speedway race. Johnny Sauter, Jay Sauter, Tim Sauter, Dave Marcis, Tom Reffner, Al Schill, Conrad Morgan, Joe Kryzkowski were some we spotted...Was interesting talking to racer, car builder, Beetle Bailey who was helping out Putch Bentley on the night. Beetle raced in Northern Wisconsin on both asphalt and dirt and I recalled seeing him at numerous tracks during that time. Of course our discussion basically admitting we are old now, but it was fun! Coming up, August, 8th, at State Park Speedway, will be the Mike Miller honoring, CWRA Stars to Legends Tour as presented by Smiley's Old Time Diner event. Lot's of interest for this event as

*continued on page 17*



*CWRA feature winners, Jeff Weinfurter, #3, and Travis Volm, #76*



*Racing Facts, Observances and Opinions  
from page 18*

many folks who remember or worked with Miller through the years will be on hand to celebrate. A number of race cars including the one that Mike drove to the win in 1981 at the Minnesota State Fair will be on hand for the show, and as a bonus they will be

racing! Of course, we can't forget two days after that event will be the CWRA Marlin Walbeck Classic at Dells Raceway Park, Wis. Dells, WI., Saturday, August 10th. A car Marlin raced back in the day will be on hand for that race, with son, Kent Walbeck doing the steering...August being a busy month will find the CWRA Touring group at Marshfield Motor Speedway, Marshfield, WI., Saturday, August, 17th, and at Golden

Sands Speedway, Plover, WI., Friday, August, 23rd, for the Tour Championship, God willing.

Questions, comments, opinions and other information welcome at Starmaker Multimedia 967 10<sup>th</sup> Ave N Ste A, Onalaska, WI 54650 608-783-5827 or at dale@starmakermultimedia.com

## *Dale's pictures from the past*

*Tom Reffner #88 and Lyle Nabbefeldt racing at Griffith Park Speedway. Dave Marcis, #2 raced and won at Griffith, Golden Sands and many other tracks in Wisconsin. Patriarch, Jim Sauter raced this Camaro in 1972 throughout Wisconsin.*



## *The Return of Dusty Gloves*

*On July 20, 2013 legendary driver Dusty Gloves (aka Curt Barfknecht or Cletis) experienced a fiery crash exiting turn two at Elko Speedway. Six years to the day, The Midwest Racing Connection was able to capture exclusive photos as Curt hopped back in a race car for the first time since the crash. The world famous Johnny Magnum loaned his car out and let Curt get in a few laps. No word if Cletis will be back full-time in 2020.*





## Racing Nuggets

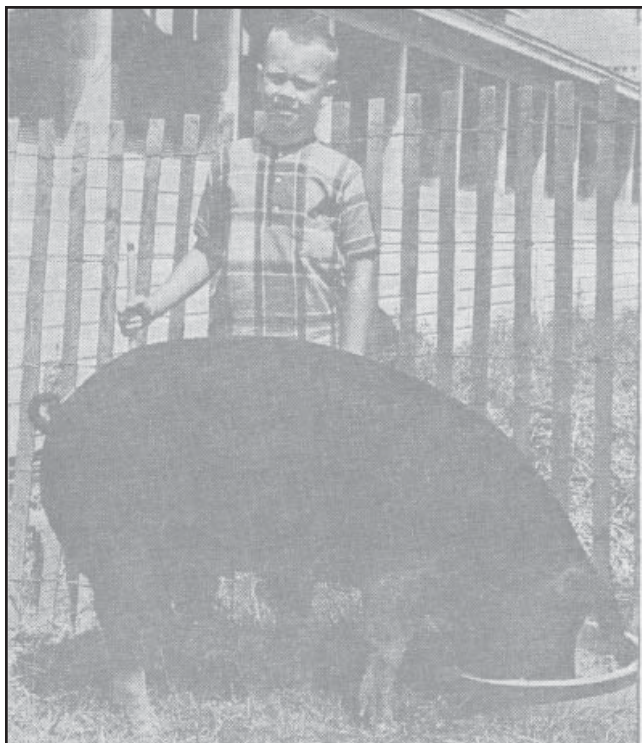


### PJ "Jacklyn" Nuttleman

"Hi mom!" How many times have you watched a football player say that into the camera after celebrating a touchdown?

In the racing world, it's no different. Mothers are often the heartbeat behind their children's successes. Not that they should take or even be given credit for those successes—but their support for their children can be pretty incredible. Moms tend to be the ones to comfort you when things go wrong. They're also usually the ones who help you find the courage to pick up the pieces and try again.

Mothers are often the biggest cheerleaders of their children too. I'm sure like me, you can rattle off several moms who you're familiar with on the local, regional, and even national level that are hugely plugged into what their



**JUNIOR AND GRAND** — Brian Nuttelman, 8, youngest entry in the open class competition, showed the junior and grand champion Poland China sow, helping his dad, Ervin Nuttelman of Bangor.

## A Mother Like No Other



kids are doing behind the wheel of a race car. Of course sometimes, it's their kid who's wrenching on the cars.

And then there's Barbara Nuttleman, who not only had a kid driving a race car for so many years—racking up more NASCAR Late Model wins at the La Crosse Fairgrounds Speedway than any other driver (Kevin), she had a son who has been successfully building and working on race cars for well over 40 years (Toby), AND she had a son who takes photos and crafts amazing videos of all of the racing action as well (Bruce).

There are two other sons who aren't necessarily involved directly in racing—Peter, who is a doctor and Steve, who is a farmer—but rest assured, Barbara was equally as proud of them too. (Of course all of the boys think she was proudest of Kevin—but I know otherwise, as I've had many talks with Barbara over the years.) Each son was special in his own way and they all had a particular place in her heart.

This matriarch of the Nuttleman family passed away on Sunday, July 7<sup>th</sup> after a very short, but vicious battle with cancer that had riddled her entire abdomen area, and had caused a terrible blockage. Quite frankly, even as I type this—it still seems surreal how it all happened so quickly.

Nobody thought she would go that fast. Toby waffled on whether he should go to the Slinger Nationals or stay close. She ended up passing the Sunday afternoon before the big race, delivering a devastating blow to the family.

In a sweet tribute to her, Ty Majeski added Barbara's name to his car for the Slinger Nationals. It would've been beautiful for that car to have landed in Victory Lane, but Matt Kenseth had other plans on the final turn of the final lap. I imagine when that turn of events happened, Barbara was madder than the proverbial wet hen. Moms get that way when they feel like their kid was robbed of something.

But conversely, I know that the anger would've subsided due to swelling pride when Toby said over the radio to Ty, "We just need to be better; that's all."

There's something oddly satisfying when your kid

can take losing gracefully. Don't get me wrong—Toby was mad that Kenseth ran Majeski way wide coming off turn four for the checkered flag, but he also knew that if the car had been better, they wouldn't have been in that position for it to even happen. That's grace.

Of course losing a parent is tough to take gracefully, but it can make you take a pause and evaluate the bigger picture in life—and even looking inward during a challeng-

*Racing Nuggets continued on page 19*





### Racing Nuggets from page 18

ing situation, like narrowly losing the Slinger Nationals. Toby has always been a thinker; sometimes too much.

It was hard to see her five boys wet-eyed at the loss of their mother. And yet, somehow I think Barbara would've been touched that they were emotional at her passing. She always figured no one really cared too much about her. The boys often took their cues from their father, Ervin and picked (sometimes mercilessly) on Barb. But that is the love language of this family. It took me a while to figure that out myself.

Despite the teasing and poking a stick at her so often, make no mistake; all five boys loved their mother very much, and she in turn adored each one of them endlessly.

I know this because Barbara was a pack rat and while her boys often chided her for saving so much stuff, I can tell you I'm pretty thrilled she saved all of the newspaper clippings from Toby's racing career. I came across a LOT of great articles from back in the day when Steve Holzhausen and Toby were working together.

Barbara saved everything. She even kept things fairly organized, with large envelopes labeled with each son's name, where she deposited all of the newspaper clippings that mentioned any of her boys.

Probably one of my favorites of Toby isn't even about racing. It's from when he was eight years old and showed one of his family's Poland China pigs and picked up both Junior AND Grand Champion with it.

Yes, the notorious pig farmer from Bangor, WI that went on to make a name in racing had a mother who documented his achievements quite nicely, no matter if it was in the show ring with a pig, or in Victory Lane with one of the many drivers he worked with over the years. Barbara saved it all.

I feel pretty blessed to have had the opportunity to get to spend significant time with her over the years. She told a lot of great stories and shared all sorts of nuggets with me about Toby... or Brian, as she officially named him. I don't think she cared very much for the nickname that stuck like glue on her oldest son. I never heard "Toby" cross her lips when she spoke of him. It was always, "Brian."

Yet, you and I will always know him as "Toby."

When Toby and I married on New Year's Eve in 2011—one of the best photos ever was captured in our photo booth of his parents. I don't even know what his dad was saying as the camera snapped the shot—but based on the twinkle in his eye, and Barbara laughing with gusto—it was an classic comment, which created an epic moment in time.

I like to think that the pair are enjoying more times like that now that they're reunited. I know they're both incredibly proud of their sons and both left indelible marks on all five of those Nuttleman boys.

Godspeed, Barbara.



**Marshfield Motor Speedway (Marshfield, WI)**

**Golden Sands Speedway (Plover, WI)**

**Dells Raceway Park (Wisconsin Dells, WI)**

**Marshfield Motor Speedway (Marshfield, WI)**

**Golden Sands Speedway (Plover, WI)**

**State Park Speedway (Wausau, WI)**

**State Park Speedway (Wausau, WI)**

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**Friday May 17th (Marv Marzofka Race)**

**Saturday May 25th (Nabfeldt Memorial)**

**Saturday June 1st (Dairyfest 60)**

**Friday June 14th (Albert Getzliff Race)**

**Thursday June 27th**

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**Saturday August 10th (Walbeck Classic)**

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# Outlaws Visit Red Cedar Speedway

The World of Outlaws Late Model Series made its first ever visit to Red Cedar Speedway this Summer. The touring drivers, along with strong support from weekly/local competitors brought the large crowd of fans in Menomonie, Wisconsin a field of 28 Late Models on a hot Sunday evening in July. With this event being the inaugural visit by the World of Outlaws, and time trials not being the norm at area dirt tracks, the Red Cedar track record was eclipsed by over half of the field. Chase Youngmans lead from start to finish to capture the \$10,000.00 pay day.



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### Upcoming Events

August 10  
August 11



## The Next Generation



*Dan Plan photo*

*Just prior to the 4<sup>th</sup> of July Holiday, young Nolan Bowers made his racing debut in the Kid Karts with the Midwest Karting Association at Eau Claire Raceway. Bowers is the son of multi-time UMSS Winged Sprint champion, Ryan Bowers. Nolan started off his career in fine fashion by taking the checkered flag in 2 out of 3 races entered for the day.*

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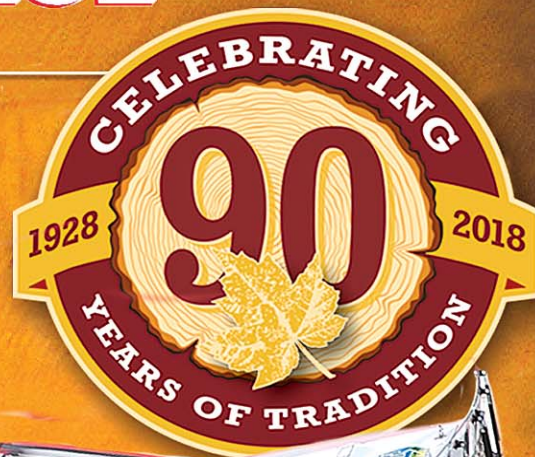
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