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April, 2013

## Indoor Racing Action



### Inside...

Midwest Driver  
Updates

In The Drivers Seat:  
Tim Brockhouse



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## Publisher's Note

### *Racing According to Plan*



**Dan Plan**

Although we were lucky enough to kick our season off early this year with a trip to Speedweeks in February, another opportunity came up to see a couple of shows in the month of March. The newly renamed Cedar Lake Arena hosted two oval track shows, early in March.

When the arena originally opened several years ago, a similar event was held, but no other oval track events have been held since the event 5 years ago. This year, back-to-back weekends were scheduled, with the Badger Midgets highlighting the first weekend,

and Micro Sprints on the second weekend. I've only been able to watch the Badger Midget club two times, with the last time being five years ago at the indoor arena. The group brings a large field of cars, and puts on some good racing. With guys like Tracy Hines and Dave Darland on hand, you knew it was going to be a good event. Guys like this don't run just any show.

For those that remember the first event five years ago, it's hard to forget the exhaust fumes. Things were much improved this year. It wasn't perfect, but it was still much better than the inaugural event. We recently spoke with Cedar Lake Speedway & Arena co-owner Brad Both regarding the event, and learned the exhaust fans weren't cycling as expected during the Badger Midget show. The exhaust fans work off positive and negative pressure. Brad went into a lot of detail regarding how they are supposed to work, but I got lost once he started talking about drag coefficients and fluid dynamics. I figured it was easier to just say they weren't working right. The ownership group at CLS is looking into making additional improvements with the ventilation to make the fan experience even better next year.

I've only been to a few indoor oval track events in my life. The first one was in the early 1990's in Milwaukee. The fumes at that event over 20 years ago were almost unbearable. The event at the CLS arena weren't anywhere near this bad, and should be even better next year. The other indoor events that have been around for a number of years (like the Ft. Wayne, IN and the Chili Bowl) have been around for

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*Bruce Nuttleman photo*

*The Midwest*

**RACING**

*Connection*

April, 2013

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many years. These facilities have had several years to make improvements to get their ventilation issues squared away. We, as race fans have to remember, Rome wasn't built in a day. With only a couple of opportunities each year to test the air quality with a large field of cars, the problem won't be fixed over night, but this doesn't mean they're not trying.

The events over the two weekends were a great opportunity to see many fans and drivers we don't normally see over the winter months. The racing was good for the Badger show, with a huge crowd on Saturday night. The following weekend's event for the Micro Sprints was just as exciting, or even better, but a lot of folks missed out on the action. This is one thing about the sport I'll never understand. It reminded me of most NASCAR weekends at the big tracks. Typically, the Camping World Trucks or the Nationwide Cars put on the best races, but everybody comes out to see the big stars in the Cup series, and skips the smaller events. Even on the short tracks, you'll see the same thing. A touring group will come to town, and the fans come out in full force. The short track fans could see just as good of a show any other weekend, just not the big names.



*Bruce Nuttleman photo*

**Miscellaneous news and notes:**

It looks like it will be a banner year for the Thunder Car/Hobby Stock/Sportsman cars in the Upper Midwest. The formation of the Great Northern Sportsman series was announced by Greg Oliver over the winter, with five shows on tap this year. Closer to home, the Hobby Stock class has been selected as the Tier 1 Division for Raceway Park in the NASCAR Whelen All American Series. We've also heard of several new drivers, and old drivers returning to the class this year. This should make for some good, old-fashioned, steel-bodied stock car racing this year.

Super Late Model race fans will have an opportunity to see a different group of drivers visit the western part of Wisconsin this year. After running all of their previous shows at Dells Raceway Park, The TUNDRA Super Late Model group is branching out a bit this year. The group was unable to reach an agreement with The Dells for 2013, and had already booked shows at Golden Sands and Marshfield. The group recently announced a show at Lacrosse Fairgrounds Speedway on Wednesday July 3<sup>rd</sup>. Looks like Oktoberfest in July is on the schedule once again this year.

And speaking of asphalt Super Late Models, drivers in the area will have an opportunity at a huge payday this summer. The 2<sup>nd</sup> Annual Howie Lettow Memorial 150 at the Milwaukee Mile will pay a cool \$10 grand to the winner this year. Sounds like I might have to take more time off from my day job in July this year.



**TUNDRA drivers kick off their season on Memorial Day at Golden Sands this year, followed by a visit to Lacrosse in July**  
*Bruce Nuttleman file photo*



**2013 IMCA Old Timers Schedule**

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Howie Lettow 150 - Milwaukee Mile  
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Bruce Nuttleman photo



Scott Swensen photo

*The Micro Sprints from across the midwest went three-wide at the Cedar Lake Arena (left photo) Skylar Prochaska swept both nights of the Micro Meltdown, and took the wing off as well to capture one of the non-wing main events (right photo)*

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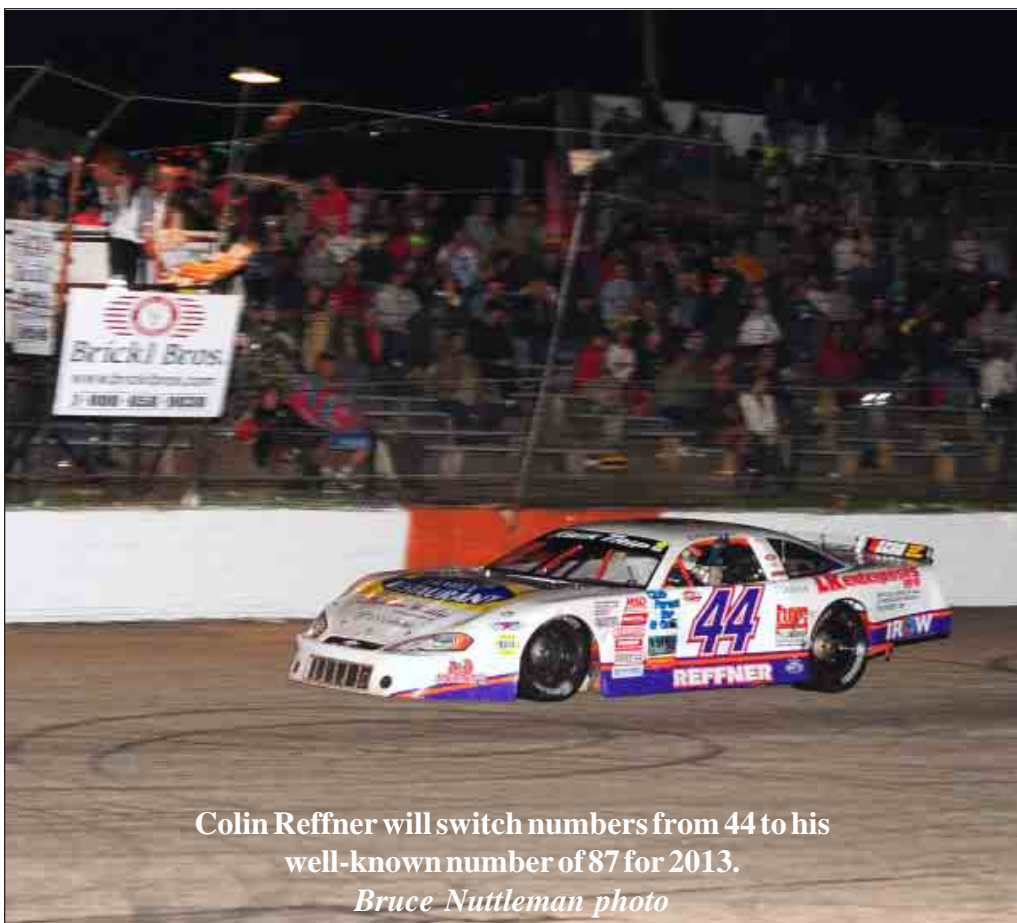
## Going in Circles



### Charlie Spry

With the snow finally gone, racing in our locale is on our doorstep, and some tracks have already begun their season. With that in mind, here is what is happening in Wisconsin and Northern Illinois.

Central Wisconsin racer Colin Reffner will be racing for Reffner Motorsports this year, with his uncle Bryan as crew chief in a brand new car. Colin will be switching back to his well-known number, 87. Sponsorship will determine where they race, but this team will be likely racing at Marshfield at least, with the TUNDRA series race and Oktoberfest at LaCrosse both likely events. The car will be a brand new BTR chassis (Born To Race) built in-house. The car will feature a Wegner power plant, with Steve Livernash at Prosticker.com supplying graphics and lettering. Colin is a good racer who knows how to meet and talk to people, so sponsors should consider this young talent.



Colin Reffner will switch numbers from 44 to his well-known number of 87 for 2013.

*Bruce Nuttleman photo*

Beloit, WI. driver Johnny Robinson II will be racing once again in the sportsman division at the Rockford Speedway. Johnny will also be racing in some of the Great Northern Sportsman Series events. Sponsors for the 2013 season include The Last Lap Bar, sarahdrewinsurance.com, and Borderline Auto Sales.

Marshfield Speedway racers Steve and Derk Hauser will be racing their Dodge Neons in the CWMSA division at that track once again, as the Father/Son team looks to see if they can get a fourth straight championship for the family between the pair, which Steve admits will be very difficult. The pair is also tied atop the all-time leader board for division feature wins, with 13, so each may be trying to outdo the other to be on top of the list. Sponsorship help will be supplied by Chilson's Corner Motors, Sittin' Bull Saloon, Ron's Signs and Designs, Corner Auto Body, and A to Z Printing and Embroidery.

Shawano's Jasper Drengler will be a late model rookie at the Shawano Speedway. Jasper noted that he has not raced weekly since 2005, and plans on giving the late models a try, hoping for some top five finishes. He also plans to compete in the four cylinder division, going for a championship. He notes that he has been traveling all around the country the past few seasons racing in enduros and 24 hour Chumpcar events, and is looking to save a bunch of money by racing at his hometown track.

Johnny Robinson plans on running some of the Great Northern Sportsman Series events in 2013.

*Jimmy Ambruoso photo*



looking to get their V-6 powered race cars back out after Marshfield has decided to start the division back up again. They kept their cars and built four cylinder racers for last year, but will get the V-6 machines back out this year.

Columbus 151 racer Collin Tomlinson had a good rookie season in 2012 at the speedway, but might cut his racing back a bit this year. A full time college student at Herzing university, Collin says that college studies and lack of funds will cut his racing back to about 75% of the time instead of a full season. He does plan on racing the GNSS event at Columbus, and some weekly shows. Always good to get that education first!

Car owner Chris Zickert noted that driver Ron Bishofberger will be going for an unprecedented fifth track championship at Columbus this year. Ron is a serious contender every year, finishing second last year to Don Gaserude. The team may race at Jefferson a couple of times as well.

Chris Matz said that he is completely unsure of his plans, as last year he raced in the hobby stock division at Columbus and Jefferson. He has sold his hobby stock and plans to concentrate on racing his sportsman car, but is unsure if he will race at all at this point.

Four cylinder racer Brent Bergholz has officially retired from racing and sold his car. He had also run at Columbus and Jefferson.

Former Columbus and Jefferson four cylinder racer John Beale has purchased a late model from Bruce Lee, and plans on making the big step up to the top division. The car had formerly been raced by Casey Johnson. Should be a good car, and John will do well.

Central Wisconsin racer Travis Volm plans to race pure stock at Wausau and Plover, going for a third straight championship at SPS, and first at GS. He would also like to try some end-of-season specials at

Josh Opper will be racing his four cylinder weekly at Wausau, and also plans on racing at Golden Sands a few times, and Marshfield at least once. He would also like to try Slinger and Jefferson specials, as well as Oktoberfest and the Bahama Brackets at Rockford. He would also like to try racing at Columbus 151 once, as well as give the track at Winchester, Indiana a try at season's end. Hilltop Auto Wrecking is supplying some sponsorship help.

Gary Haarklau and Coletta Gomes are

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Jefferson, Dells and Marshfield. Travis has been downright dominant at Wausau in the past, and runs strong everywhere. Sponsors will include CenFlex, Hummer Excavating, New Life Ink, and Hilltop Auto Wrecking.

Ed "The Image" Klug plans to once again race weekly in the four cylinder division at the Dells, with one trip to Jefferson also planned, where he would run in their International division.

Robby Robinson plans on racing in the Roadrunner division at Rockford, probably on Wednesday nights. He has not been able to sell his four cylinder racer, so he may bring that out to Jefferson a few times.

Late model racer Chris Quam will again be a fixture at the Jefferson Speedway. Chris plans on racing most weeks, but will miss the opener for a Father/Daughter dance. A good family man always has his priorities straight! He has retained all sponsors and added [www.irswatertown.com](http://www.irswatertown.com) to the list.

Central Wisconsin racer Matt Cole will move from four cylinder racers into the pure stock class, racing at Golden Sands, Marshfield, and Dells Raceway Park.

TK Racing will again field three Bandit cars at Columbus 151 Speedway. This team is headed up by Dad, Bill, with sons Bob and Jamie also racing team cars. Jamie was the track champion in 2012, and will be looking to repeat with a new car.

It looks like my first race of the new season may be at the historic Rockford Speedway on Saturday, April 6th, for the WXRX 104.9 FM Stone & Double T 200 lap enduro. Will try to get back to Rockford the following Sunday once again for the annual Spring Classic, featuring the Big 8 series, as well as the Mid-Am stock cars and vintage cars. Will have to see how my work schedule goes, but hoping to get to these events to start the season off.

In late March, I lost my father, as my Dad passed away in his sleep one night. Dad was the one who took me to my first race, and many more after that at Madison, Rockford, and Jefferson. He was busy

trying to make ends meet for his family, but he always made time to help fuel my childhood passion for racing. Thanks, Dad!

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## Auto Racing Facts, Observances and Opinions



### Dale P. Danielski

It's difficult to remain optimistic the racing season here in the Upper Midwest is going to start in short order with three foot snow banks and 12 inches of frost in the ground, but believe me, we will have an opening race in April. With that in mind I thought I'd take a look at opening shows that got my season going in the last dozen or so years.

Back in 2001 apparently we got a little antsy with waiting for racing action choosing to hit the highway to far away Hutchinson Raceway Park of Hutchinson, KS for their season opener 4/21/01. Modifieds were the top attraction at the 3/8 mile dirt oval and there was a pile of them on hand opening night. With lightning flashing in the west they did manage to get the show in and it was Randy Wilson taking the Feature win. I knew that lightning meant storm and man did we get a dose of it heading to our overnight digs in Wichita, KS. I know now when they warn you of wind and driving a high profile vehicle, take heed! On more than one occasion I thought the

Astro Van I was driving was going on its side into the ditch. With little more than barbed wire fence to stop it, the wind blew freely, but thankfully spared us, and we made it to our destination. And while in Kansas, you might as well stay for another show in the state so we did, catching the 81 Speedway of Wichita, KS., event. Sprint cars were the top billed class for tonight with A.J Stelphug taking the A main. Greg Stephens took the ever popular Modified Feature win. In my race notes I noticed the well run C. Ray Hall production ended at 10:17 pm which we were also very impressed with on a rather chilly night even by Kansas standards. Interesting to note that when we got back to Wisconsin for some racing it was the Fox Ridge Speedway of Arcadia, WI., Grand Opening race our next event attended on 4/27/01. Pat Doar took the headlining Late Model event there in front of more than 2,000 fans. The track today is closed, however, there have been rumblings that if a certain nearby speedway stumbles, Fox Ridge would consider re-opening.

The 2002 season for us got underway in March at the Darlington Raceway, Darlington, SC. How cool to be watching racing with 70 degree temps in the middle of March! The first race we saw there was the Craftsman Truck Series where none other than Illinois born and Wisconsin resided for many years Ted Musgrave was the 200 mile race victor. Closer to home April 6<sup>th</sup> saw action get underway at the Lake Geneva Raceway, Lake Geneva, WI. Super Late Models were the headliner for the evening and Bob Koidahl was the 35 lap Feature winner. Sadly, that track is closed as well and last we heard the development that was supposed to replace it never happened.

The 2003 race season again started with some NASCAR Cup racing as we made our first ever trip to the Martinsville, VA., Speedway, 4/1/03. No April foolin', Martinsville is a neat place and we enjoyed watching Jeff Gordon take the Virginia 500 Cup win. April 18<sup>th</sup> found Madison International Speedway offering a \$5,000 to win race with 56 Super Late Model cars showing up to compete! Eric Franzen took that 100 lap Feature win.

La Crosse Fairgrounds Speedway, West Salem, WI., has notoriously been the first track in Wisconsin to open and that was the case 4/10/04. We were there and saw 31 NASCAR Late Models do battle with Charlie Menard getting the 25 lap Feature win.

Never one to miss multiple shows in one day that's how the 2005 season started with us making tracks to both the Dells Motor Speedway, Wis. Dells, WI., and to La Crosse Fairgrounds Speedway, 4/9/05. A great field of 47 Super Lates participated at the Dells and it was Charlie Menard again being the first victor we would see taking an opening race season win. Menard had to hold off a hard charging Adam Royle for the win in the 100 lap main event there with Ryan Matthews a close 3<sup>rd</sup>. At La Crosse we played witness to 33 NASCAR Late Models competing and it was Minnesota traveler Mark Lamoreaux taking the 25 lap Feature win.

With 2006 rolling around it was time to start the race season to the west of our home turf at the Deer Creek Speedway of Racine, MN April 8<sup>th</sup>. The first track to open in the area found 49 Midwest Mods, 28 Street Stocks, 41 Super Stocks, 29 USRA Modifieds and 25 Late Models checking in to do battle. The top billed division was the Late Models and Ron Schreiner took the Feature win. Our second event to attend in '06 was at the newly re-opened Tri-Oval Speedway of Fountain City, WI, 4/14/06. Chris Oertel made the substantial haul from Marshfield, WI., to take the main event win in the Modified Division. Many issues that caused delays occurred during the night but the track that originally opened in the 1960s was again up and running!

La Crosse Fairgrounds Speedway was again our season opening event destination in 2007 and 26 NASCAR Late Models were on hand to race 4/14/07. The veteran, Steve Carlson took the 25 lap Feature win out racing Kevin Nuttleman and Andy Burgess at the stripe.

More of the same in 2008 as La Crosse Fairgrounds again beat everybody to the punch with their opening show on 4/19/08. On this occasion it was generation next Mike Carlson, son of Steve taking the win in the 25 lap NASCAR Late Model Feature. Dad Steve could only watch from 2<sup>nd</sup> as his son took his first ever Late Model win. J. Herbst, Shawn Pfaff and Kevin Nuttleman followed in the main event.

A track that has a history dating back to the 1950s is the Chateau Raceway of Lansing, MN. April 17, 2009 found us heading over there for their season opening event. This 1/3 mile clay oval has featured a lot of exciting racing through the years and this night was no exception. Modifieds, which had now been the rage for many years, were the top billed class and 23 were on hand to compete. Mike Sorenson had the hot set up and it paid off as he captured the Feature event. The win was certainly no fluke as he held off some heavy hitters to include Steve Wettstein,

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*Practice on Saturday April 13 from noon until 4pm. Spectator gates open on Sunday April 14 at 11am with qualifying slated for 11:30am, racing action goes green at 1pm*

*continued on page 11*

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Tommy Myer, Brad Waits and Doug Hillson at the finish.

April 16, 2010 found us at the Mississippi Thunder Speedway, Fountain City, WI., for the season opening event there. The former Tri-Oval Speedway under new management featured four divisions of racing with the A Mods top billed. In their main event it was Josh Angst taking the win over Bob Timm. Interesting to note that long time racer and the ever controversial



*Cup regular #18 Paul Menard does a little racing at The Dells track in 2002*

Karl Fenske was doing the flagging on the night.

And it was off to the La Crosse Fairgrounds Speedway, 4/23/11 for the race season opening event with three divisions of racing featured. Apparently it was a long winter in the area as some rabbits who were calling the race track their own had to be shagged off the speedway before racing could get underway. Once on safer ground, racing commenced with the Wiley old veteran, Steve Carlson taking another opening night win in the NASCAR Late Model Division. Sportsmen action found the popular Jimmy Gilster taking first while Thunderstox competition saw Adam Moore in victory lane.

And, bringing us up to date it was La Crosse Fairgrounds Speedway again the entertainment for opening night racing 5/5/12. Brad Powell got his season off to a good start thwarting Steve Carlson's bid to win yet another opener by taking the 25 lap

NASCAR Late Model Feature. Although we note a May date here it must have been a warm one as the frogs in Lake Speed at the track were the happiest around singing merrily to the sound of roaring V-8 racing engines... or something on that order.

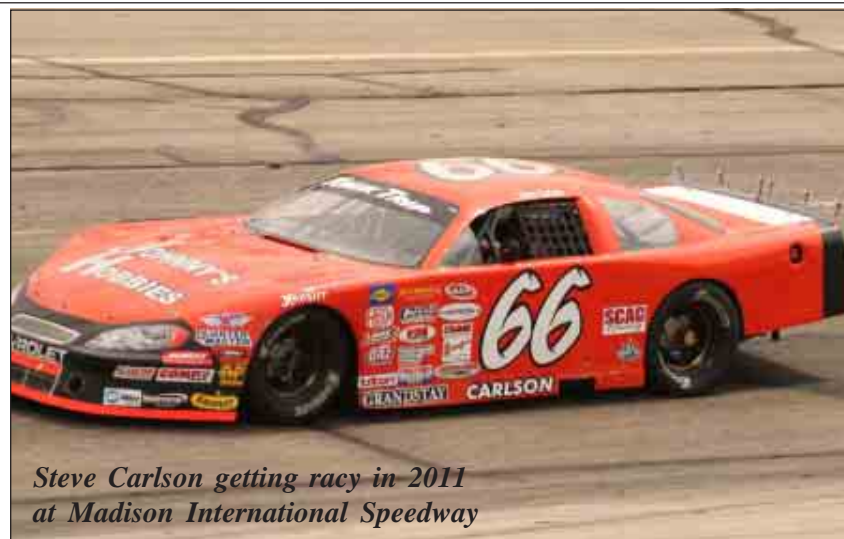
So friends, there is hope for racing to occur and soon as you'll note nearly all the opening events we covered here in the last 12 or so years occurred in April. Keep the faith and we'll see you at a track somewhere in the next few weeks!

**Here and there...** Speaking of opening races we see where the Deer Creek Speedway is still scheduled to open on April 6<sup>th</sup>, 2013. The ARCA Midwest Tour kicks off their 2013 season at Toledo Speedway, Toledo, OH., 4/19-20, 2013. Upper Iowa Speedway, Decorah, Iowa will get things rolling there on 4/20/13. La Crosse

Fairgrounds Speedway is looking at a 4/20/13 date for their NASCAR Late Model, Sportsmen, Thunderstox and Hornet divisions of racing opener. Mississippi Thunder Speedway is looking at a 4/26/13 date to start racing. Dells Raceway Park, Wis. Dells, WI has set May 4<sup>th</sup> as its opening night, while the Veterans Raceway Park track in Tomah, WI is looking at a full schedule of racing beginning May 10<sup>th</sup>. These are just some of the tracks within reasonable distance of this area announcing their opening race events. These tracks will also be hosting practice days before opening so check their websites for those dates...

Going back into time... way back in time, it was

Augie Winkleman taking the 30 lap Feature May 21<sup>st</sup>, 1961 at State Park Speedway, Wausau, WI. Winkleman was followed by Jerry Wagner, Buzz Ryan and Ken Pancratz. The 25 lap Semi-Feature went to Herbie Kurth. Heat race winners were Don Winkleman, Kurth and Ryan. Dave Marcis took the Trophy Dash win... The Adams County Fairgrounds Speedway recently paved and promoted by Sam Bartus opened in 1961 on Friday night, June 2<sup>nd</sup>. The first ever paved track event at the track in Friendship, WI.,



*Steve Carlson getting racy in 2011 at Madison International Speedway*

found Marlin Walbeck #30 taking the 25 lap Feature win. Walbeck in his '56 Chevy was followed by Augie Winkleman, #64, Ron Deboer, #68, Lyle Nabbefeldt, X and Les Katzner, #16. Heat race honors went to Dean Spohn, #6, and Winkleman, with Deboer taking the non-money winners event and



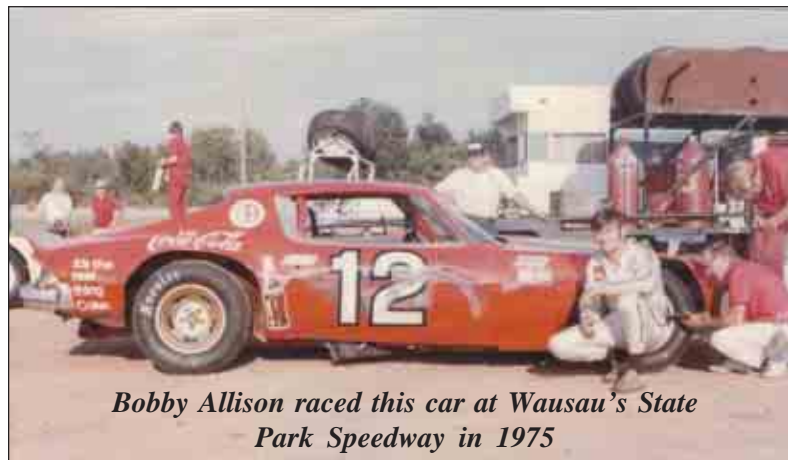
*Chris Oertel ready to race his Modified at Tri-Oval Speedway in 2006*



*Jimmy Mars heads for the track in 2005 at Deer Creek Speedway*

Winkleman the Trophy Dash. Winkleman set the fastest time at 20:05 seconds. Notably in 5<sup>th</sup> in time trials was Dick Trickle in a '56 Ford at 21:22 seconds...

News, notes and comments welcome to Dale P. Danielski at Starmaker Multimedia 967 10<sup>th</sup> Ave N Ste A, Onalaska, WI 54650, at 608-783-5827 or at [dale@starmakermultimedia.com](mailto:dale@starmakermultimedia.com), [www.starmakermultimedia.com](http://www.starmakermultimedia.com)



*Bobby Allison raced this car at Wausau's State Park Speedway in 1975*



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## Dean & Jason Talkin' Racin'

### Jason Searcy

Recently Elko Speedway named me, along with Pete Hackett, as the announcers for this upcoming season. This excites me on many levels including the fact that Elko is one of the very few tracks in America that deliver both asphalt and dirt races at the same exact location, and has for many years. Bristol Motor Speedway experimented with it about a decade ago with mixed success and Berlin (MI) Raceway ran a dirt race last October and will try again this autumn.

I have come to learn that a lot goes into switching the race surface back and forth. Here is a thumb nail sketch of this labor intensive process:

Elko Speedway uses the same dirt every year to limit the number of rocks. It takes about 16 hours to install the 3200 cubic yards of dirt on top of the asphalt track at a level of 4-6 inches deep.

The racing groove is much different for the dirt cars; Elko Speedway makes the track about 12 foot wider to accommodate the swooping corners needed by the dirt cars.

Once the surface is laid, the T.L.C. begins. If the dirt is packed too hard the track will not soak in moisture pushing the surface up to the wall and drying out. Nothing is more boring that watching a truck watering the track after every race. Ideally they want the top two inches of soil to hold moisture and get tacky, but not too wet, causing ruts and slop.

Like a baseball groundskeeper, it takes constant maintenance and a person who can anticipate problem areas before they happen to have a smooth and fast surface.

Elko Speedway will race three dirt weekends this spring with the \$5000 to win Elko Mod Nationals April 26-27th, Spring Dirt Nationals May 3 & 4 and



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*Martin Defries photos*

then the highly anticipated World of Outlaws Sprint cars on Friday May 10th with a Late Model race event on May 11th.

Then the process of removing the dirt surface begins, it takes about 30 full hours to complete the process of scraping off the dirt by a trained heavy equipment operator who is very careful not to damage the tar below. Then they sweep the track with a sidekick broom, then wash the track, walls, billboards and even the grandstand with a 5000 gallon pressure washer. The track sweeper does its job next and finally the asphalt cars hit the track for practice on Thursday May 16th.

I personally like both the dirt and asphalt racing but, many race fans are loyal to just one or the other. So, over the next couple of months you might see a variety of bumper stickers in the parking lot. Anything from "Dirt is for racing, asphalt is to get you there," to "Dirt is for farming, asphalt is for racing."

Elko Speedway is one of the few places where you can take in both types of racing and decide for yourself without having to move from your favorite seat.



**Dirty Talkin'**



**Kris McMartin**

I have been impatiently waiting for winter to give up its grip on the Midwest, and allow for the snow to melt so that we may begin the dirt track racing season. This time last year we were preparing for opening weekend at Cedar Lake Speedway, however, Mother Nature has not been so friendly this year, and I am sure that we will be waiting for a while yet to see some dirt fly.

We had a taste of what we are all waiting for a couple of weeks ago at the Sasquatch Indoor Nationals at the Cedar Lake Arena. Weather not



*Bruce Nuttleman photo*

**Racing with Snow on the Ground**

being a factor, we were able to see some exciting racing with the Badger Midgets, Badger Micro Sprints and the Legend cars. A week later the Arena held the Micro Meltdown featuring both winged and wingless Micro Sprints. The Indoor arena allowed us to see some open wheel dirt track racing normally not seen in our part of the country before late April.



*Bruce Nuttleman photo*

I believe that we will have a few weeks yet before the snow will melt and the frost come out of the ground enough to prep the outdoor track for the season opener but in the meantime the CLS Indoor Arena has released their racing schedule with racing

beginning on Saturday April 6. There is a full schedule planned with indoor racing every other Saturday in conjunction with the outdoor track. This venue will allow racing fans to be able to get together with their racing families earlier then the weather would otherwise allow.

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Tim Brockhouse recently swept both nights of the Legends events during the Badger Midget Indoor Nationals at the Cedar Lake Arena. Brockhouse is also the owner of Great North Legends, which builds and maintains many of the Legend cars in the area. *The Midwest Racing Connection* caught up with Brockhouse following his clean sweep of the indoor events in Somerset, WI.

**What is it like to race indoors?**

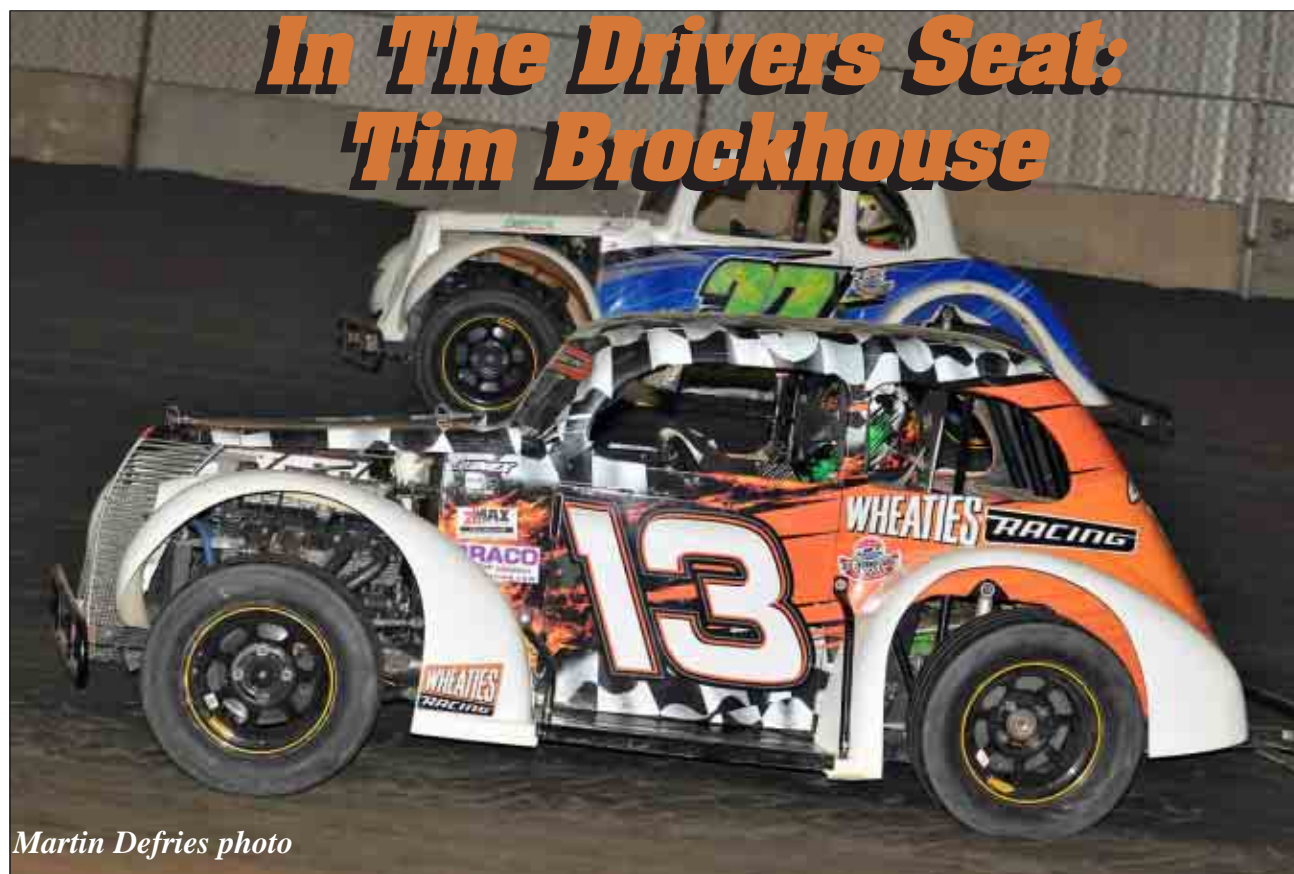
Well, we did it five years ago in 2008, and the ventilation was a little bit better this time. The track surface itself, was absolutely beautiful all weekend long. We've done a lot of these indoor shows, so I've probably gotten used to small confined areas. It gives me a bit of an advantage, since I've done a bunch of them. It was really neat, and it's a great facility. I would like to see us do those numerous times in the future.

**You mention running in the inaugural event at the complex formerly known as the Sandbox Arena (now Cedar Lake Arena). What other indoor events have you participated in?**

Yeah, we've done some of the Monster Truck shows at places like the Fargo Dome, the Alerus Center in Grand Forks and couple others.

**Did you go into the weekend thinking you would win every race you were in?**

Well, I knew we had a real good chance. I knew the



Martin Defries photo

guy that were coming, and thought we'd have the field covered. We won everything including practice at the dirt nationals last year. We've been on a roll, and have won the last three dirt national championships in a row. We've kind of got this thing figured out. I'm going to have to concentrate a little more on the asphalt racing this year.

**Many fans may picture you as just an asphalt driver, but you seem to have become quite comfortable racing on the dirt.**

I went to a couple of the Legends dirt shows many years ago down in Texas at Texas Motor Speedway. I was always kind of a natural at it (racing on dirt). I raced motorcycles when I was younger, and did a

little bit of IMCA Stock Car racing at Arlington also. It's a whole different animal on the dirt. It's a lot more about car control. It brings out the driver, and takes the car out of the equation. Obviously, we've figured out some things on dirt, and that helps, but it takes a lot of the car out of the equation.

**We understand you will be making a return trip to Texas in the near future, correct?**

Yeah, we'll race nine nights on our trip down there in April. We'll race

three nights in Monroe, LA and then we go over to Texas Motor Speedway for six days in a row. I've done that a few times, and it's kind of a fun trip and a good way to start our season. We didn't go to Daytona this year, so we decided to go to Texas instead. We're taking a couple of our drivers from around here with us. Shon Jacobsen and Mike Grostyan are going with us to Texas.

**The Legends in this area have been fortunate enough to have veteran drivers recently (such as you, Mike Tuma and Jon Lemke) compete, as well as up and coming drivers like Keske, Lemke's kid and the Ostdiek's. Who would you say we should keep an eye on this year, young and old?**

Oh, that's a tough one. I anticipate Mr. Lemke dominating again this season. Tyler Sjoman has always been the guy to beat lately. I think Tyler won every race he entered last year. Dirk Henry is coming back and will race a lot with us. It's those kind of guys, and hopefully this old guy, can win one or two. We've got a couple of 12 and 13-year-olds coming up that could be the next great thing. You just never know.

**Are there any new events planned for the Great North Legends during the 2013?**

I want to put something big on, and we've got a few things in the works with new sponsors that are coming on board. Cheerios is back this year, versus Wheaties from last year. Still General Mills, just changing our color scheme. We've got a big season scheduled. This is the first time we've been on the schedule for every single night at Elko. We've got a lot of new cars and a lot of new drivers. I'm really excited for the upcoming season. We also have eight nights scheduled at Raceway Park with the Bandoleros. We start out our dirt season at Elko in April, and then our season opener for pavement is May 17<sup>th</sup> at Raceway.

Martin Defries photo





# **MRC Mystery Photographer visits Vegas and Bristol Motor Speedway**

*Our mystery photographer recently wracked up 6,000 miles on a road trip to Las Vegas, followed by turning around, and then heading east with circuit to Bristol, TN.*



*Midwest drivers, Dave Maas (42M) and Don Shaw (42S) made the trip out to Las Vegas to get an early start of the season.*



*Las Vegas Sprint Cup winner, Matt Kenseth, rolling out for practice prior to the weekends events.*



*Dale McDowell won the Late Model race held during the Bristol Cup weekend at Volunteer Speedway in Bulls Gap, TN.*



*There's not a lot of room in the pits at Bristol Motor Speedway on Sprint Cup race weekends.*



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***Thunder in the Valley #4***

UMSS Winged Sprint Cars  
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**FRIDAY, MAY 24th**

***Thunder in the Valley #2***

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