

THE MIDWEST RACING CONNECTION

www.theracingconnection.com

THE MIDWEST'S SHORT TRACK AUTO RACING AUTHORITY

August 2017 Vol. 21, No. 4

Inside...



Long Live Rivalries

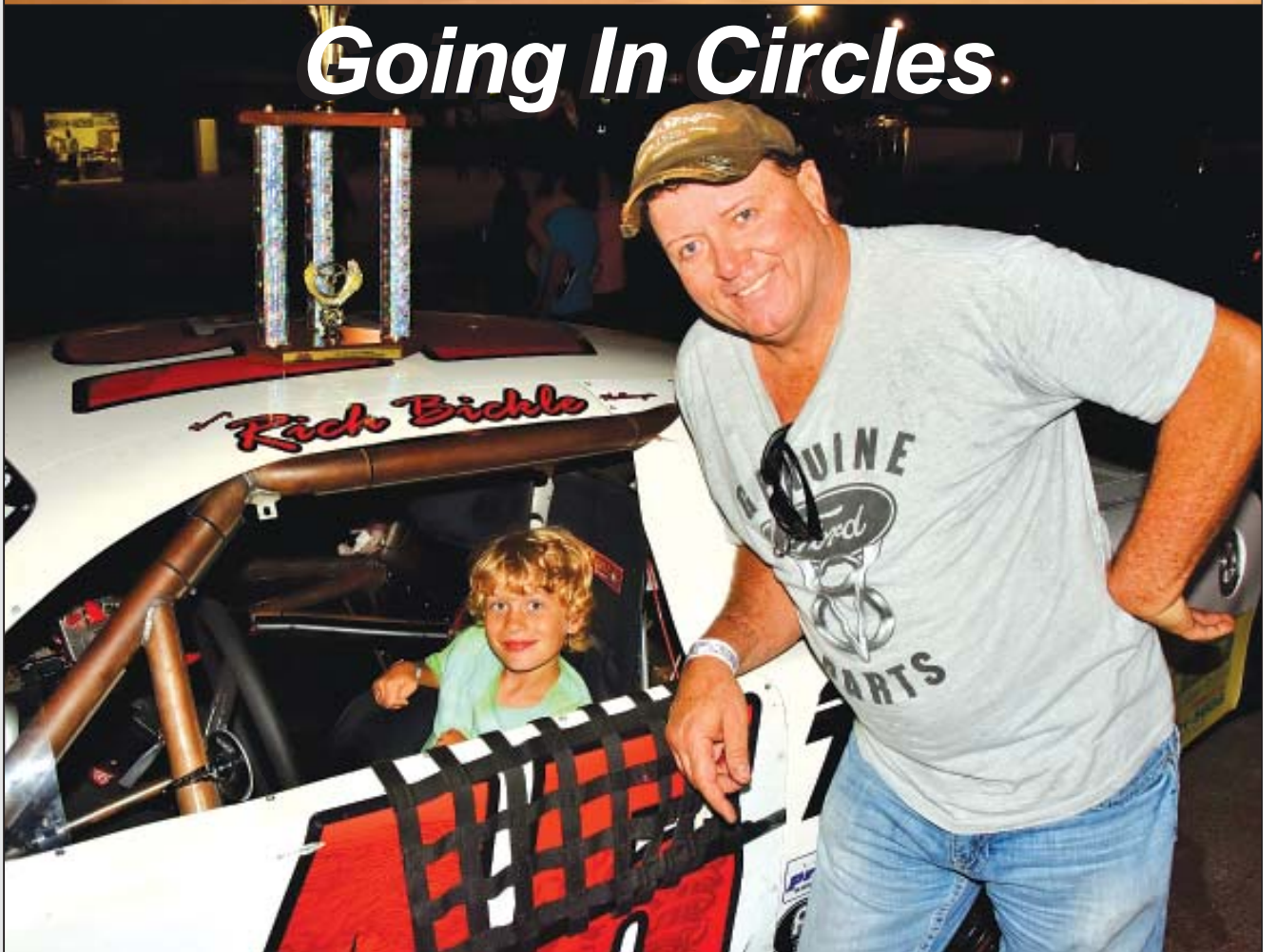


First Time Winner

Unexpected Events



Going In Circles



ALL NATURAL
PRODUCT

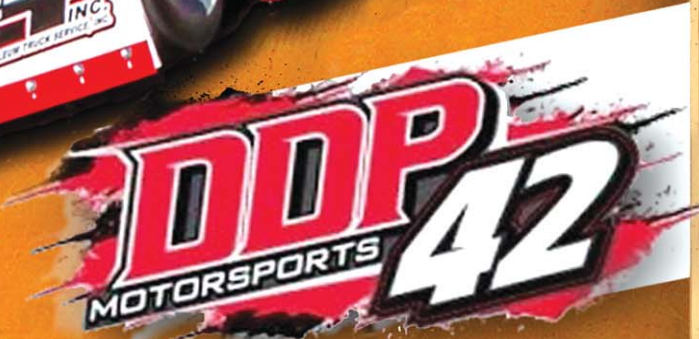
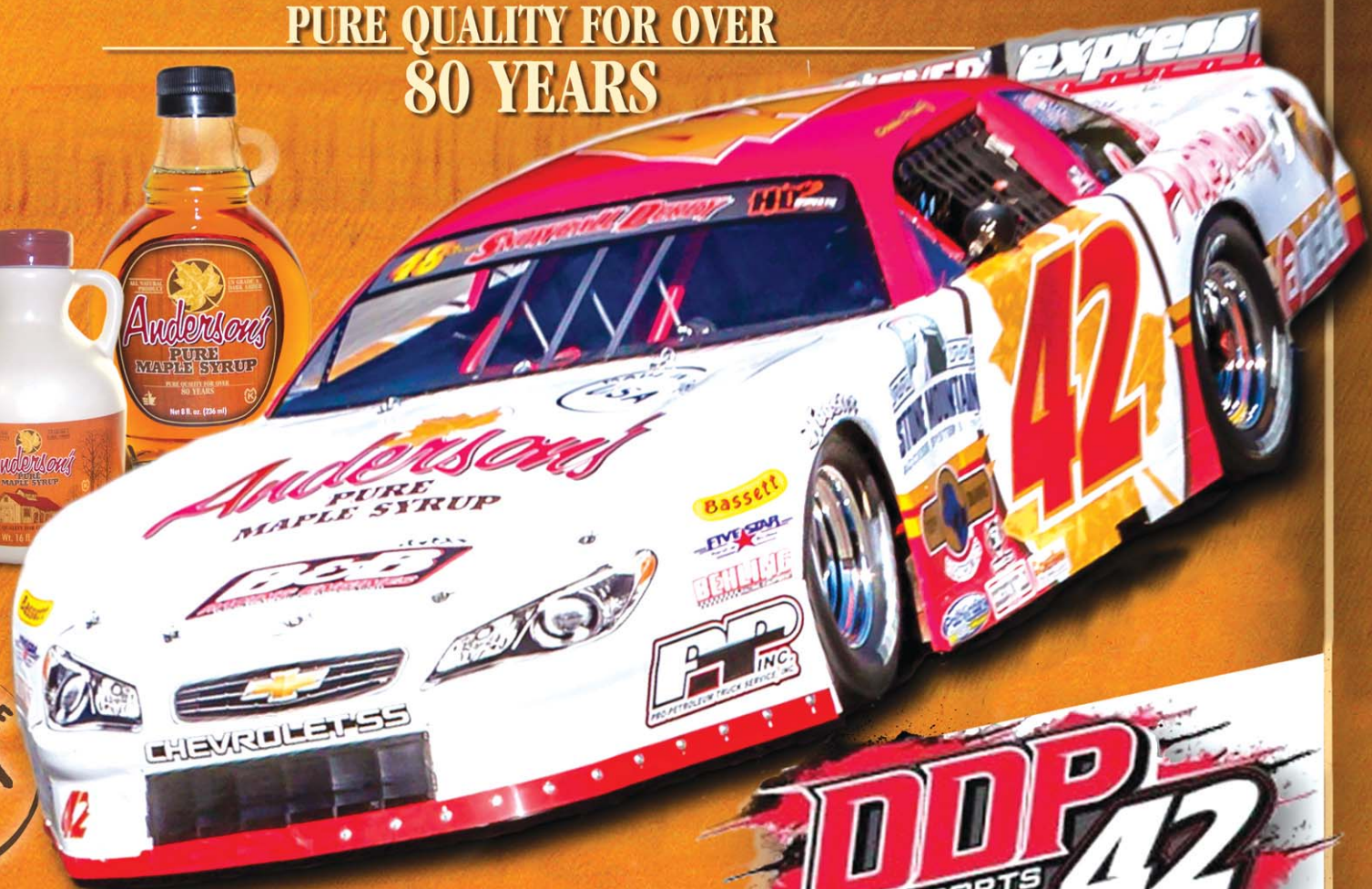
PRODUCT OF
THE USA



Anderson's

PURE MAPLE SYRUP

PURE QUALITY FOR OVER
80 YEARS



*Breakfast Never Tasted So Good!
Follow Our Racing Experiences at:*

www.AndersonsMapleSyrup.com

Publisher's Note

Racing According to Plan



Dan Plan

One of the items I enjoy most about short track racing are the unexpected events that can take place on any given race night. During the past month, two race events stood out for me. The first was the annual TUNDRA Super Late Model and Midwest Truck race at LaCrosse Fairgrounds Speedway at the beginning of the month. The show reminded me of the shows I went to as a kid; just 2 divisions with drivers having to race their way into the main event. Having a 2+ hour drive home, and a full race schedule for two divisions, I fully anticipated getting home after midnight.

To start things off this night, there were technical difficulties getting the National Anthem started. After a few tense moments, Matt Panure ended up leading the crowd in singing the song. He did quite well I must say.

Next was the actual action on the track. With just a slight chance of rain predicted, and not a cloud in the

Unexpected Events

sky when I arrived, it looked to be a great evening of short track racing. Just as the show began to start, the clouds appeared on the horizon, and the show was put into "hurry up mode." All of the officials and drivers deserve a lot of kudos for moving this show along to beat the rain and wrapping things up in about 2 hours. Cole Anderson and James Swan (both using the number 97) charged through the TUNDRA and Truck fields to pick up the wins. There were still a few cautions, some 3-wide passes, and to top it off, I was on the road home before 9:30pm.

As a diehard race fan, I'm ashamed to admit there have been several times in the past few years where I've left a show thinking good Lord, it's finally over. This year I've found myself going home before the show is even over on a few occasions. On this particular night, I left thinking, man that was good and I can't wait to see more. I truly believe it's much better to leave people wanting more.

The next event that stood out was the annual World of Outlaws visit to Cedar Lake Speedway. The overwhelming majority of people on hand for this show are there to see to traveling Outlaws. While that was part of the reason I was there, the bigger part was to watch the support divisions. Sometimes the group that wasn't supposed to be the stars of the show, end up being the stars of the show. The Upper Midwest SprintCar Series (UMSS) had their non-wing Traditional Sprints on Friday and 360 Winged Sprints on Saturday. The Traditional Sprint show on Friday was the annual Earl and Ethel Kouba Memorial Race. This year's event was the 25th running, and I've been to several of the races at the various tracks that have hosted the race. It seems for as long as I can remember, there has been a Kouba racing, and it continues on today with Jake Kouba, Joe Kouba,

Publisher's Note continued on page 4

The Midwest

RACING

Connection

August 2017

Vol. 21, No. 4

P.O. Box 22111

St. Paul MN, 55122

651-451-4036

info@theracingconnection.com

www.theracingconnection.com

Publisher

Dan Plan

Contributing Writers

Shane Carlson

Dale P. Danielski

Jacy Norgaard

Jacklyn Daniels-Nuttleman

Dean Reller

Jason Searcy

Charlie Spry

Photographers

Jim Ambruoso (815-623-3200)

Jeff Blaser (715-498-7544)

Martin DeFries (651-346-1199)

TJ Harron (608-301-5258)

Doug Hornickel (920-563-0993)

Tom Loos (715-370-7895)

Mark Melchiori (414-463-0131)

Bruce Nuttleman (612-860-6622)

Vince Peterson (612-419-6372)

Mary Schill/Forte Design (608-792-1317)

Jerry Zimmer (715-792-2174)

The Midwest Racing Connection is published six times during the summer racing season by The Plan Company, Inc.

All material is copyrighted 2017 and may not be reprinted without permission. Subscriptions are \$20 for six issues. Call 651-451-4036.

Cover photos by: Matt Bohl, Doug Hornickel, Kim Kemperman and Vince Peterson



CEDAR VIEW ELECTRIC, INC.

952-469-2100

New Construction - Remodel - Service Work
Pools/Hot Tubs - Basements - Additions

Residential & Commercial

Lakeville, MN

www.cedarviewelectric.com

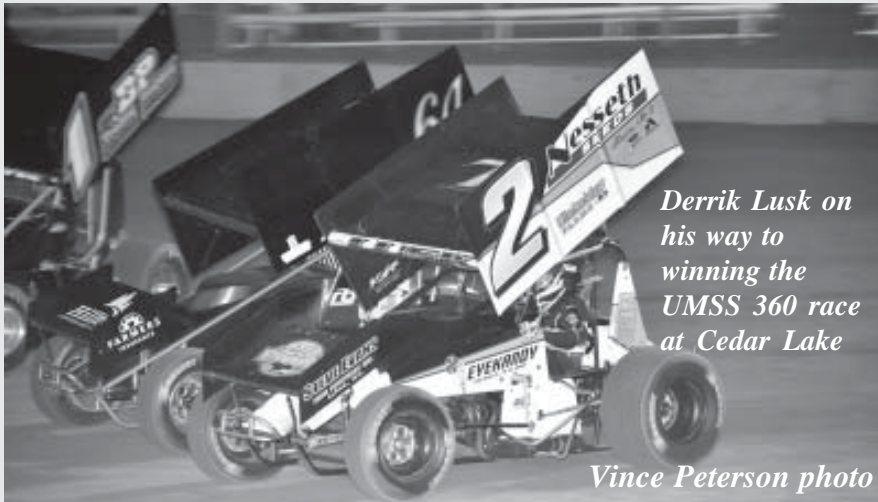
Publishers note from page 3

Jimmy Kouba and Anna Hippe (Kouba) in the race. To top things off, a record count of 28 Traditional Sprints were on hand.

As the race went on, Johnny Parsons III had the lead, with "Lightning" Jon Lewerer challenging. With about 5 laps to go, Anna Hippe used the middle groove, drove right around these two and picked up her first win in a Traditional Sprint. Her first win also happened to be a race in honor of her grandparents. This type of stuff is something you just can't make up.

The final night of the Outlaw show had the UMSS 360 Sprints as the support division to the World of Outlaws. Once again, the UMSS group outperformed the Outlaws when it came to putting on a show. For about 7 laps near the end of the race, 3 drivers swapped the lead about a dozen times. Wade Nygaard, Ryan Bowers and Derrick Lusk took turns passing each other, using slide jobs and leading the race. It was something that I'll remember for a long time, and what short track racing is all about.

These 2 events are what bring me back every weekend and really have me looking forward to what remains for the rest of the 2017 season on the area short tracks.



Derrick Lusk on his way to winning the UMSS 360 race at Cedar Lake

Vince Peterson photo



Bruce Nuttleman photo



Bruce Nuttleman photo

Cole Anderson (above) waves to the crowd following his TUNDRA win at LaCrosse Speedway. James Swan (bottom) went from third to first in one corner to pick up the Midwest Truck win.

KEITH'S MARINA .COM
TIM KEITH
 Owner
 262-334-9389
 4339 Hwy 33 West Bend, WI
 Keith@Keithsmarina.com

Huge Indoor Showroom!

SunChaser
 by **SYLVAN**

MERCURY

Wisconsin's Pontoon Center!

WEHR'S MACHINE
 1710 Pearl St. Bangor, WI 54614
 877-460-7211

CLAMP	WHEEL COVER	TRAY	FRAMM PARTS
SUBROTOR/COVER	FRAMM PARTS	FOCUS	FRAMM PARTS
ENGINE	ACCESSORIES	CHASSIS	CARB PARTS

www.wehrsmachine.com

Products — **MOTORSPORTS MARKETING TOOLS**

STARMAKER Multimedia
www.starmakermultimedia.com

Sponsorship Packages
DVD Marketing Packages
Star Cards • Consulting

Dale P. Danielski
dale@starmakermultimedia.com
608.783.5827 — **Services**

Racing Nuggets



Jacklyn Daniels-Nuttleman

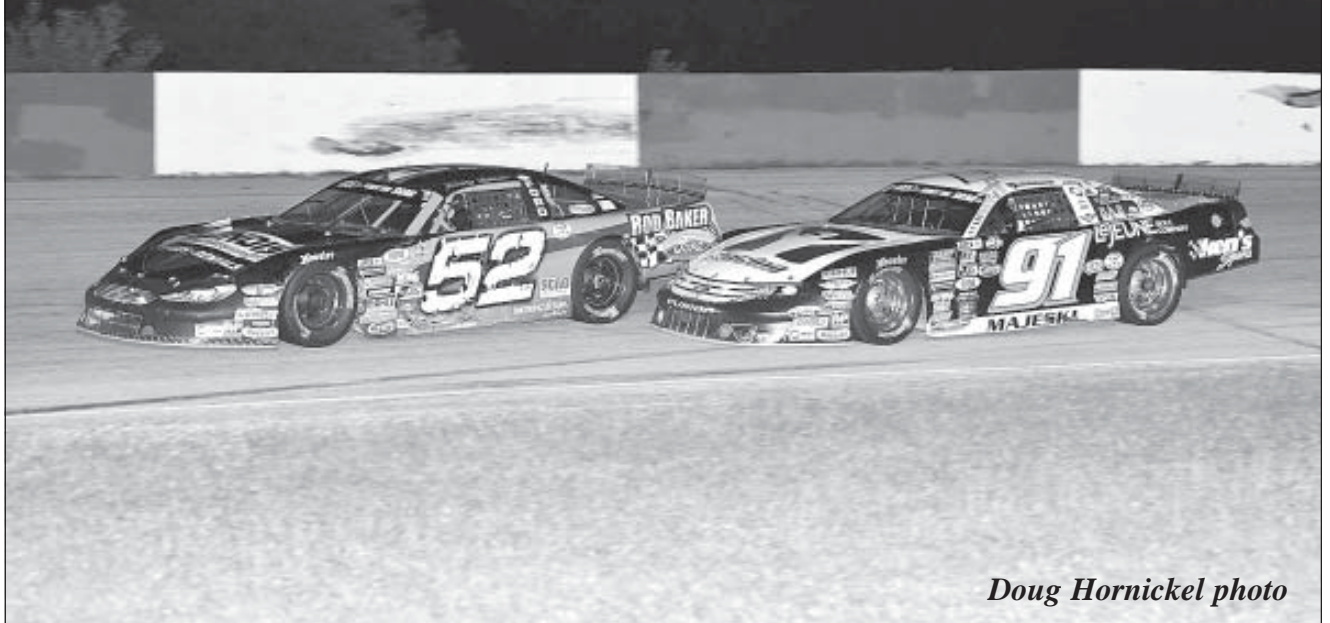
I tried to write this at Grundy County Speedway during the afternoon of the ARCA Midwest Tour's "Rod Baker Ford/Illinois Truck & Equipment Wayne Carter Classic," but our dog—Pudge was making it incredibly difficult. He insists on being a lap dog despite weighing over 80 pounds, meaning my laptop struggled to find room in that vicinity so I could type.

When I did manage to balance it on one knee, he slithered his way deeper onto my lap and promptly fell asleep with his big ol' meathead on the keyboard. I gave up, figuring I had a general idea of what I wanted to write and would finish it before the deadline.

But then we witnessed a battle royal for the lead during the feature, which ignited passions on both sides. I was struck by the enthusiasm I witnessed and decided it would translate into an excellent opportunity to highlight the understanding that can be found if one is willing to take a step back and look at the big picture. I realize of course, that's a BIG "if" for many.



Long Live Rivalries



Doug Hornickel photo

Grundy County Speedway is essentially Ricky Baker's stompin' ground. It's a sense of pride for a driver to do well in front of his hometown crowd. His family's business sponsored the evening's race. There were a lot of things on the line for that team, because even if you're a dominant force at Grundy on a weekly basis, there was another gunslinger coming to town that had a big bounty put on his head.

Enter Ty Majeski, coming off five ARCA Midwest Tour event wins in a row, and seeking an unprecedented sixth at Grundy, not to mention attempting to collect the bounty himself if he could pull off that win.

By all accounts, this was almost predestined to be an epic encounter. Sure, there were others in the field who were also potential contenders, but as the night shook out—it was obvious that Baker and Majeski were the class of the field. They pulled far ahead of the pack, putting on a can't-take-your-eyes-off-the-action clash.

I was videotaping the event, so I was perched on the top row of the packed stands. I feel as though that bears repeating: The stands were PACKED; a good sign for the health of short track racing.

In the waning laps of the race, when Majeski would appear to be gaining a foothold for victory—it seemed half of the crowd would be fist pumping into the air. When Baker rallied back to regain the upper hand on the track, his fans would do the same. It was exciting and electric in the grandstands.

I didn't realize that I was capable of experiencing so many emotions in such a short amount of time until the

two racers tangled with just 17 laps to go. Majeski's car ended up climbing up onto Baker's and slamming down onto the ground before doing a lazy spin and coming to rest between turns one and two.

Admittedly, at first my heart sunk. Full disclosure in case you don't know me, or saw what my last name is—I'm married to Majeski's crew chief, Toby Nuttleman. So yes, my heart sank. I knew that there was significant damage and that he would be spending an incredible amount of time in the shop fixing, because he's a perfectionist. I wasn't going to see him much this coming week as it was, due to the Slinger Nationals and other obligations, but now there was substantial repair work that would need to be done.

That was the selfish emotion that I experienced first, but then I felt shock hearing many of the Baker fans yell obscenities about Majeski as they cheered for him being wrecked. I was shocked to hear some Majeski fans get salty with those who were cheering. In my mind—while anytime there's a wreck, it definitely sucks; the fact of the matter is these were two hardcore racers going for a win. Bounty or not—I honestly don't think either of them gave two hoots about the money in the heat of the battle. They're competitors; they want to win.

In that quick moment, my shock faded to understanding and pride. Pride because Majeski's been dominating. People either love or hate a winner; sometimes they love to hate said winner. I offer up Dale Earnhardt Sr. or Dick Trickle before either of their passing. Yes, I know for some younger folks, it's

Racing Nuggets continued on page 7

Going in Circles



Charlie Spry

We finally were able to make a trip north to the State Park Speedway for a race, and it was good timing, as it was the Flip Merwin Memorial in conjunction with the Steel Frame Challenge Series for Pure Stocks, in memory of Dave Lashua, who was a big supporter of this series and racing in general. Dave's Son, Anthony, has taken over behind the wheel of the car that was driven by his Dad. While never having raced previously, Anthony is quickly learning the ropes, seemingly gaining every time he races. It's great to see the tradition being carried on.

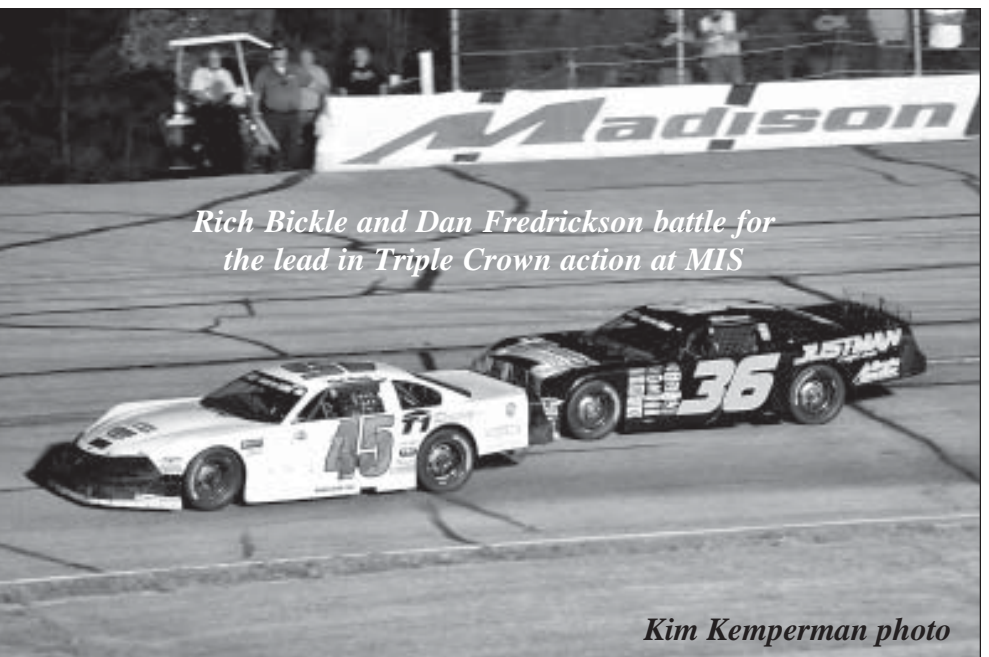
Dustin Ochodnicki has returned to racing, utilizing the same car he raced last, which was some twelve years ago. The car, which is a 1970's Ford Torino Elite, had been raced sparingly a few times by other drivers during that time, but was mostly carefully stored away. Now, Dustin returns behind the wheel once again, which is nice to see.

Travis Volm took the feature win tonight in a very competitive field. This group puts on simply amazing racing week in and week out. M.G. Gajewski took control and won the super late model feature, swapping the lead with Justin Mondeik and then holding off Jeremy Lepak. Jeff Nowak made a late pass on Adam Peschek to win the limited late model feature. Dave Cabelka was on hand tonight, saying,

"This is only my second night out this year. That thing called work keeps getting in the way." Yes, it seems to be a necessary evil. George Seliger dominated the Mini-Mod feature, while Garrett Strachota took the win in the Mini-Stocks, and Alex Hartwig won the Bandolero feature.

At Madison International Speedway, large crowds have been the norm here for every weekly show, even in iffy weather. The Big 8 show brought out another huge crowd, with Jeremy Miller taking the win over Bobby Wilberg. Wilberg has been so very steady this year, he is likely ready to break through and win a bunch. George Sparkman won the Midwest Dash Series feature, but all eyes were on another George, that being George Seliger. Mr. Seliger opened some eyes when he blew everyone away in the fast heat, but then spun early in the feature. A little better timing may have netted him the feature win, as he looked very fast in what I am sure was one of his first times racing here. No doubt in betting on Dave Trute here, as he easily won the Great Northern Sportsman feature here. I can't recall the last time he was defeated here.

One of the newest drivers competing in the Six Shooter division here is Ronnie Osborne. Ronnie has no previous racing experience, but has watched many races and has an idea how a show runs. "I've been coming here to watch races ever since I was a little kid, and I know what is happening, I just want to have some fun, and if I like it, maybe move up." Ronnie's first night of racing didn't



Rich Bickle and Dan Fredrickson battle for the lead in Triple Crown action at MIS

Kim Kemperman photo

go exactly wonderful, as he was black flagged in his heat when his car was leaking gas. He got through the feature most of the way before having more problems, but was in good spirits the whole night, shrugging off the bad luck as just another experience. In talking to him a couple of weeks later, he said, "We found the problems... We think. We took the gas tank off and there were two fist-sized holes on the top part of it. We got a new tank and we should

run much better next time." He did, as the next time the division was scheduled Ronnie won his heat race and placed second in the feature. "This was much more fun," He said.

The Super Late Model Triple Crown saw a great finish between Rich Bickle and Dan Fredrickson, with Bickle holding on for the win. Fredrickson races very cleanly and if he had chosen, may have been able to get Bickle loose, which he didn't do. Bickle gave his trophy to a child in the crowd, something he always does, saying that he has probably given away over four hundred of them. It has been a great season for late model rookies here at MIS, as Brian Beale became another rookie to garner a feature win, doing it in rather convincing fashion over a very strong group of drivers.

It was nice to see Sportsman racer Tim Wondrash score his first heat win here in the division in his second year back racing. He had raced at another track in the early 1990's, and came back out last year, racing here at MIS. He is now having much more fun as he is quite competitive this season.

At the Rockford Speedway, Fourteen year old late model rookie Max Kahler re-passed Michael Bilderback on the last lap to win his first ever late model feature. The youngster was simply breathless afterward, not really knowing what to say. He has been consistently getting faster and faster and races very cleanly. He will be one to watch in the future. Adam Peschek made his first appearance here in his late model. He has raced all over, including some trips to Wausau. If that isn't enough, he also has a dirt modified that he races on occasion. When asked about how he can switch from asphalt to dirt or vice versa, he replied, "It isn't too bad. After a couple of laps I get settled in and realize what I am racing and get



Kim Kemperman photo

Bickle handing off yet another trophy to a young race fan

Going In Circles continued on page 7

Racing Nuggets from page 5

hard to recall that people booed Earnhardt Sr. or Trickle back in the day. That's the nature of the beast.

Only in death do all of the perceived flaws fall away, and people tend to be remembered almost exclusively for the good things they did in their lives. Dale Earnhardt and Dick Trickle both did a LOT for the health of auto racing. Their rivalries with other racers fed the passion of the fans for the sport, much like I witnessed in the grandstands at Grundy.

And that was the understanding that I experienced as I sat there. Rivalries are the point. We all see what happens on the track through a prism that contains our own personal feelings about a driver.

You love a guy—he can seemingly do no wrong. You'll defend his name to the death—and specifically on social media, as is the case these days. You hate a driver—he could be doing something fairly innocuous—and you will crucify him on social media and generalize your statements like “he ALWAYS drives like that!” When in fact, it is not likely the case; you just hate him. And that's OK.

Rivalries are fantastic for helping to build a fan base for auto racing. Matt Kenseth vs. Joey Logano, Kurt Busch vs. Jimmy Spencer, Donnie Allison vs. Cale Yarborough, and that's just a few over the years from the national circuit. We have a whole gamut of local and regional rivalries in auto racing as well.

Yes—even Dick Trickle. In the 80s, Trickle was driving for Junior Hanley. Hanley was also racing in a particular ASA event in Canada. Trickle went to do the ol' bump-and-run on Hanley, and inadvertently ended up spinning him out before going on to win that

event. Needless to say, feathers were ruffled.

But that's what happens in racing. Feathers are going to get ruffled. Fans are going to have their passions ignited—and maybe—just maybe that will translate into a life-long love of auto racing. The spirit of the competitors can be a driving force beyond the track. How you harness that passion is entirely up to you.

Was I upset that Majeski didn't win? Well, I wouldn't be sitting on the sofa next to a very crabby crew chief if that incident between Baker and Majeski hadn't happened.

However, somewhere in Illinois, there's a huge contingent of Baker fans who are still reveling in their guy's victory—as they should. If you don't have passion, then auto racing isn't for you. We need the passion and especially the rivalries in order to fuel future generations of fans.

And believe it or not, most racers don't cling to any single victory or loss, like we fans tend to do. The true competitors are always looking to the next big event. And if you're a true fan—you're doing the same thing—because you can't wait to see your favorite racer continue their winning ways, or rebound from a loss.

There is no in between for true competitors and their devoted fans. It's black and white; just like the checkered flag.



Ricky Baker picked up the ARCA Midwest Tour Wayne Carter Classic win at his home track, Grundy County Speedway

Doug Hornickel photo

Going In Circles continued from page 6

comfortable with it.” Does he have a favorite? “Well, right now we are really working hard on getting our asphalt program going good, and that is probably the most fun right now.” An addition to the first time winners list, props to American Short tracker rookie Shannon Stoltz, who won his first career feature in the division in early July.

The ARCA Midwest Tour race was interesting to say the least. Austin Nason had led the event from the get-go, but had Ty Majeski in his mirror for a long time. Majeski finally made the pass very late in the race to get the win. I'm sure these two will be in the same scenario again, as both are up front often.

The Wednesday shows here have been plagued by rain, as it seems that it rains every Wednesday. As of this writing, only a few shows have been completed, much to the chagrin of all involved. I really like the

Wednesday shows here and had been planning on attending all of them, which I have so far. Dennis Smith Jr. took to the track on a Wednesday show recently, racing in the Roadrunner division, something he had done with much success in his career. A late model rookie in 2017, I'm sure it is fun to go back to his roots of racing for some fun. He was racing with the #211 on his car, in honor of former racer Bob Champlin, who passed away recently.

We took in a weekly show at the Lacrosse Fairgrounds Speedway. I usually try to make it here for at least part of the Oktoberfest show, but it had been several years since I had been here for a regular weekly show, and I was impressed. The crowd was decidedly Oktoberfest in size, and the racing action was clean, fast paced, and exciting. Nice to see Matthew Henderson get the late model feature win, his first in eight years. He ran a great race.

I had a chance to chat briefly with legendary Don “Thunder” Turner. My first time to witness the races

at this track was back in 1985 or 1986, but I remember on that night that Thunder had won his very first feature here. Pretty cool that he is still racing here now. I asked if he planned on running the Oktoberfest show again, which he replied, “Yup, as long as I'm not pushing up daisies by then.” He is a really good guy, and I think he has more years ahead of him as far as racing goes, if he chooses. I'm a big Jimmy Summerfield fan. He has been racing late models for many years, always with his #77 MOPAR sponsored by Pischke Motors. One of the low dollar guys, he always has nice looking cars, and has fun racing.

The Street Stocks here are a FWD, six cylinder racing class similar to those at MIS and Rockford, and the class continues to grow. I enjoyed seeing the UFO numbered car, with driver listed as A. Lien, who hails from SFO-681, Mars, and has sponsorship from X1-R Spaceship Repair. During the fan photo session, he

Going In Circles continued on page 13

WHAT'S HAPPENING AT DELLS RACEWAY PARK!

8/5 Performance Parts Supply 50
Late Models, Midwest Mods, Outlaw, Legends

8/12 Historic Auto Attractions 50
Late Models, Sportsman, Bandits, American Super Cups. Plus: Stock Car Rides for the Kids

8/19 Blystone Towing & Recovery Summer Sizzler
Late Models, Midwest Mods, Outlaws, Legends

8/26 Midwest Truck Series Allied Cooperative 50
Midwest Truck Series, Sportsman, Bandits, Outlaw

9/2 ARCA Midwest Tour Bill Meiller Memorial 101
ARCA Midwest Tour Super Late Models
Plus: Mid-American Series & INEX Legends

75 LAPS

WCS

WISCONSIN CHALLENGE SERIES

6/1 State Park Wausau, WI
7/14 Golden Sands Plover, WI

6/24 Dells Raceway Wisc. Dells, WI
8/19 Marshfield Marshfield, WI

DELLS RACEWAY PARK

68968250

**Tickets/info at dellsracewaypark.com
or call (608) 253-RACE (7223)**

Follow us on Facebook, Twitter and YouTube

www.facebook.com/themidwestracingconnection

@MidwestRace

www.youtube.com/theracingconnection

facebook



You Tube

I.M.C.A. OLD TIMERS MEMBER

Upcoming Events

August 7 - 13
Dakota County Fair

www.IMCAoldtimers.com



Doug Hornickel photo

2017 Slinger Nationals

In just his second visit to Slinger Super Speedway, Southern Superstar Bubba Pollard (left) picked up the win in the 2017 version of the Slinger Nationals. After using a provisional to make the field in 2016, Pollard did his homework and came back with something to prove this year. Pollard would pass two former Kulwicki Driver Development graduates, Alex Prunty and Steve Apel (right, bottom photo) on his way to the win. Local driver, Brad Keith and Statford, WI driver Derek Kraus (right, top photo) also had strong runs during the event.



Doug Hornickel photo

Doug Hornickel photo

Jerry Richert MEMORIAL

Saturday, September 9



IRA 410 Outlaw
Sprint Cars,
UMSS 360 &
Traditional
Sprint Cars



NEW RICHMOND, WISCONSIN



www.cedarlakespeedway.com



Matt Bohl photo

First Time Winner

In what might have been considered a Cinderella type story or a script made from Hollywood, Anna Hippie picked up her first-career Traditional Sprint Car win in the 25th annual running of the Kouba Memorial race at Cedar Lake Speedway. With just a handful of laps remaining in the main event, Anna would pass early race leader Johnny Parsons III and pull away for the win. The Kouba family joined Anna in victory lane to celebrate her win in the event that honors her grandparents.



Vince Peterson photos



JUST COOL IT... ...and take a Load Off Your Mind.

Whether Towing or Hauling, it's No Problem.

**REDUCE HEAT BY
UP TO 30° F (17° C)**

Works Like Adding Two or More Rows of Tubes to your Radiator

- Increases horse power
- Smooths gear changing
- Saves fuel consumption
- Runs quieter, cooler and smoother
- Reduces cavitation and electrolysis



JUSTICE BROTHERS
Car Care Products

Toll Free: 800-533-7492 | www.justicebrothers.com

"GO WITH THE WINNER"
GILLUND
ENTERPRISES
QUALITY CAR CARE PRODUCTS

Reffner leads Trickle at West Salem



Shades of 1976 in this photo by Bruce Nuttleman. Johnny Gilbertson (in the Reffner Javelin) leads Ken Lewis (in the Trickle Mustang) through the corner in Vintage race action at LaCrosse Fairgrounds Speedway.



SATURDAY NIGHT SHORT TRACKIN'



LaCrosse
FAIRGROUNDS *Speedway*

WEEKLY NASCAR RACING
 QUALIFYING 6:15 • 1st RACE 7:30
 GEN. ADMISSION: \$12.50 • STUDENTS (AGE 12-17): \$6.50
 KIDS (AGE 6- 11): \$3 • CHILDREN (AGE 5 & UNDER): FREE
 * - SPECIAL EVENT PRICES AND TIMES WILL VARY. SEE SCHEDULE FOR DETAILS.

AUG. 5: TRAILER RACE & NASCAR RACING
AUG. 12: CONCESSION DOLLAR NIGHT
AUG. 19: DOUBLE LATE MODEL FEATURES
SEPT. 2: 200 LAP ENDURO - 4 & 6 CYLINDER CARS
OCT. 5-6-7-8: 48TH OKTOBERFEST RACE WEEKEND

LaCrosseSpeedway.com

N4985 CTY RD M • WEST SALEM, WI 54669
 608-786-1525 • HAVEFUN@LACROSSESPEEDWAY.COM

THE MIDWEST RACING CONNECTION

Photo Gallery



Kulwicki Development drivers Justin Modiek and Brason Bennet at LaCrosse
Bruce Nuttleman photo



Father and Son, Dick and Jeff Partington at Elko Speedway
Martin DeFries photo



Howie Ware and Landry Potter in Sportsman action at Rockford
Jimmy Ambruoso photo



Great Northern Sportsman Series action at Madison International Speedway
Mark Melchori photo



Bryan Roach leads a 4-wide battle of UMSS Traditional Sprints at Cedar Lake
Vince Peterson photo



Indy Lights action at Road America with MKA alumni Aaron Telitz
Brian Baker photo

Going In Circles continued from page 7

dressed in a alien mask, with huge green hands, which he used to wave and shake hands with the kids. Most of the kids were happy to oblige, with only a couple having minor reservations. Nice to see this kind of involvement. He is part of a group called No Limitz Racing, having fun, which is as it should be.

Ryan Brown is a late model rookie here, with his only previous experience being on the computer with simulated racing. He won his first race here tonight, taking a heat win. That is an accomplishment and experience that can't be simulated. Nice job on that first win.

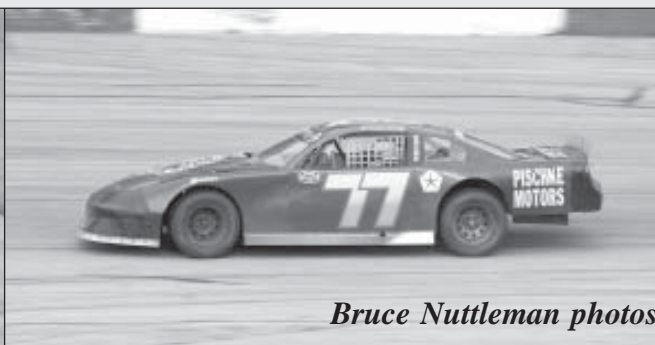
Enjoyed chatting with Kyle Rozek, who had a mini-van out to race in that class, his first night in the division, but definitely not his first race. "I think I've raced in just about every division here, except for late model. I did hot lap a late model at Rockford once, and that was something else." He was looking forward to his first race in the van, but did question how it would feel. "These things have a real high center of gravity, kind

of tall and bulky. I'm thinking maybe a rollbar will be a good idea here." No problems in the race, and he finished third.

We also took in a Saturday night show on the dirt at the 141 Speedway near Francis Creek, Wi. The former paved track was switched to dirt a few years ago, and plays host to huge car counts. We entered the parking area and were greeted by a very friendly and helpful person. First impressions mean a lot, and throughout the night, every person working at the track was very friendly. With rain coming our way, they ran the races off very quickly, as just as soon as a race was completed, the next race was pulling onto the track. The drivers did their part as well, as most that spun or were stalled tried their hardest to get going and not bring out a caution. The rain did finally enter the picture with only one feature left. Also, the restrooms here are the best of any track I've seen, and as a compliment to their fans, they also were not trashed at the end of the night like many places.

Where will we go next month? Hard to say.

Matt Henderson (left) picked up his first win in several years Jimmy Summerfield (right) in his hot rod Dodge



Bruce Nuttleman photos

Discount Taxi Driver of the Month



Martin DeFries photo

Name - Ryan Kamish
Division - Late Model
Hometown - Farmington, MN



Coming in the next issue of

THE MIDWEST RACING CONNECTION

Highlights from the ARCA Midwest Tour Dixieland 250 and the USA Nationals at Cedar Lake Speedway

ARCA MIDWEST TOUR

REMAINING 2017 SCHEDULE

SCAG Racing

TUESDAY 1-AUG / WISCONSIN INT'L RACEWAY
 SATURDAY 12-AUG / GOLDEN SANDS SPEEDWAY
 SATURDAY 2-SEP / DELLS RACEWAY PARK
 SATURDAY 23-SEP / ELKO SPEEDWAY
 SAT/SUN OCT 7-8 / LAGROSSE SPEEDWAY

MIDWESTTOUR.RACING
 FACEBOOK.COM/MIDWESTTOUR
 TWITTER.COM/MIDWESTTOUR

#ARCAMT

MADISON INTERNATIONAL SPEEDWAY

AUGUST SCHEDULE

FRIDAY 4-AUG 7:30PM - BADGERLAND CHALLENGE CHAMPIONSHIP
 THURSDAY 10-AUG 7:30PM - THURSDAY NIGHT STREET DRAGS PLUS SHINE N' SHOW CONTEST
 FRIDAY 11-AUG 7:30PM - KID'S NIGHT (AGES 11 AND UNDER ADMITTED FREE)
 FRIDAY 18-AUG 7:30PM - HOWIE LETTOW CLASSIC 'THE HOWIE 50' SLM TRIPLE CROWN
 FRIDAY 25-AUG 7:30PM - BUCK NIGHT (ALL CONCESSIONS JUST \$1, BEER \$2)

NASCAR HOME TRACKS

pepsi Budweiser

ZIMBRICK

Madison INT'L SPEEDWAY OREGON, WI

INFO / 608.835.9700
 1122 SUNRISE ROAD, OREGON, WI 53575 / MISRACING.COM/TICKETS

Dean & Jason Talkin' Racin'



Jason D. Searcy

Victory Lane is a very special place, a place of memories. For the racer it's also a place where you are recognized for your achievements. A place where a moment in your life is captured and remembered. The people who were with you in that moment stay with you in your memories forever.

Victory lane is usually a joyful space, where your family and friends can celebrate your win. Victory lane is where guys and gals can tell each other how they feel with no hesitation, it's a place of High-Fives and Bro-Hugs a place of heightened emotion.

I love the Victory Lane at Elko Speedway, it's positioned on the Grandstand side of the race track where family and friends can celebrate with the driver and the crew.

Dean and I were lucky enough to be present at Iowa Speedway when Helio Castroneves won his 30th career IndyCar race July 9th. Rumors were swirling

that Team Penske will ask him to scale down his racing after this season and move to Sports Cars. Fact was he had not won an IndyCar race in 1,134 days. Helio responded by driving a perfect race and his emotions spilled over after the Checkered flag. He scaled the front stretch fence and was overjoyed during the post race celebration. It was like a huge rock was lifted off this man, he was nothing short of giddy. It made me feel happy... to see him so happy.

On the other end of the spectrum, we also covered the Trans Am series races at Brainerd (MN) International Raceway over the Independence Day Holiday.

Cameron Lawrence raced at Watkins Glen on Saturday and missed qualifying at BIR requiring him to start at the tail of the field for Trans Am race on Sunday. He came up through the pack in a Jim Derhaag car based out of Shakopee (MN), a car that he had only raced once before. Lawrence beat Ernie Francis Jr, one of the hottest names in road racing, for his first career win in the TA1 division. Then when he pulled into Victory Lane I immediately knew something was wrong, nobody was cheering and no celebration. Lawrence slowly emerged from his car with tears in his eyes and slumped into the arms of family and crew in Victory Lane, he looked exhausted and in shock. "A long-time teammate of mine, Mel Shaw passed away earlier, a couple hours ago," said Lawrence choking back tears "I didn't want to get into the car but I'm glad we did and this one is definitely for him, I think he was watching out for us, that is the only way we could've done that, I've never had anything like this happen before.."

Mel Shaw was racing in the SCCA Club GT-2 competition at Brainerd just before the Trans Am race

Victory Lane



was scheduled to begin, Shaw crashed in turn three and was pronounced dead at the track. Shaw was a 70 year old racer from New Jersey and was a mentor to many drivers and was very well respected in the Paddock. He may have suffered a medical condition during the race contributing to the racing accident, this was a one car incident in the fastest section of the road course.

Victory Lane was different that day for Cameron Lawrence and his team, it was a place of sadness, tears and reflection. Victory Lane also remained the same, it was a place where the people who were with you that day...will stay with you forever, in memory.



AIRPORT SERVICE - CALL 24 HOURS

***Time Calls - Appointments**

DISCOUNT TAXI

FOR TRANSPORTATION

Toll Free 1-888-240-8294

612-723-5500

www.discounttaxiracing.com

Auto Racing Facts, Observances and Opinions



Dale P. Danielski

A benefit of holding all the Champions/Racer Reunions that I have through the years is contacting and ultimately staying in touch with the many star racers we enjoyed watching in the past. I recently had conversations with two of the best from the area, Dave Marcis and Mike Miller, and they had some interesting insights on racing, before and today.

For Dave Marcis it was a matter of racing in Wisconsin and accomplishing all he set out to, and making the decision to do it full time which meant moving down south and competing in NASCAR. "I raced 92 times back one year in the '60s and won 52 of them. There was nothing more I could do here and I couldn't make a living because the season was too short in the North." With the move, Dave did what no

one before him from the area did and that was win races in NASCAR's top division, Cup. "When I went down south, I had \$100 in my pocket. I didn't know if it was going to work out or not, but I knew I wanted to make a living at it, so I had to try.

Marcis would win 4 Cup races while making his living in the south but he sees where NASCAR could be heading for a fall in the future if things don't change. "NASCAR doesn't have anyone with knowledge of racing. The tracks keep taking seats out because the fans aren't coming like they used to. It's not about racing anymore, it's about a show, entertainment and the fans just aren't coming like they did before. The TV networks are paying the bills right now, but with ratings continuing to go down how long will that last? If the networks get out of it then what?"

Of course Dave's racing days have long since concluded, but he does still keep track of things and is to some extent still involved. "I do shocks for some of the guys to help keep them going, even though what that costs is ridiculous, but really, the cost of so much of this short track stuff, do fans care about the shocks guys run and how expensive they are? No, it doesn't put people in the stands. It does nothing for the show, matter of fact the racing isn't that good." Having his roots in Wisconsin, Marcis sees paved racing at the short track level in need of common sense rules to get it back where it was in its heyday. "These tracks need to get together and have all the same rules so guys can race more. These tracks run their own deal anymore and some races with the same cars at tracks that are 35 miles apart are racing against each other running shows on the same day. That has to stop. That cuts the car count down and nobody wins. More cars bring more people."

Continuing discussion about his short tracking days, Marcis claims many of the drivers from up North could have made it in the south. "Marlin Walbeck, Dick Trickle, Tom Reffner, Marv Marzofka, and there

were others, all could have been successful down south. They were doing so good with their short track racing in the North that they didn't want to take the risk like I did. The first time I went down south I took Trickle with me. He didn't come back until way late in his career. It was understandable because he was getting such good deal money to race besides his winnings in the north."

Even with his limited involvement in racing, Marcis says he stays plenty busy doing numerous things. "I have a "Honey Do" list that's 35 years long. My wife wanted me to put a yard in here at the house, I have a dump truck and a back-hoe so I could do it, but that was 24 years ago she asked."

Meanwhile, Mike Miller is still a shirttail involvee in racing, keeping tabs on the sport to some degree. But it's more about what went on before that I enjoy the most in any discussion with Mike. According to Mike who did the unthinkable at the time, move from Minnesota, (New Prague to be precise.) to Wisconsin to be able to race more, it took 5-7 years to finally reach the level of success that the Central Wisconsin gang was experiencing. "I finally got it all down to where I could consistently win races. The patience, the muscle memory, the co-ordination from head to butt, to foot to gas pedal. We were so close when racing that if you didn't have all that right your competitor would win. It was literally inches that made the difference a lot of times in winning or losing. I remember one year the first 4 times we raced Dick (Trickle) and I, the total difference of all our race finishes was less then a fender. That was racing against guys that had learned over time the patience, fully concentrating on all those things that make the difference. It took me a long time to finally have that." Miller also recalls back in the 1970s when female racer, and Indy car driver Janet Guthrie raced in Wisconsin at a time when the old school drivers weren't too fond of a female being involved racing in the sport. "She was going to race at State Park

Speedway, (Wausau, WI.) and a spokesperson for her asked me what do we need to do to get here up to speed? I became a mentor of sorts, I think I kind of felt sorry for her as no one would help her, so I tried to get her thinking like I had to. Co-ordinating all those things, getting her mind set and concentrating on all of it to be competitive at the short track level. Of course attempting this at State Park compounded the problem as that has always been a place where when it seems like you are going slow you are probably moving up." Guthrie never really did "get it" at that

Dale's pictures from the past



Mike Miller started racing regularly in Wisconsin in 1973. He raced Ford Mustangs originally with this photo taken at the Dells track in 1974. Dick Trickle and Dave Marcis do battle in the early '60s at Griffith Park.

continued on page 16

***Racing Facts, Observances and Opinions
from page 15***

level but according to Miller she made a good attempt."She was really serious about her racing, and she did compete in the Indianapolis 500. If she could have spent more time, that seat time thing, I think she would have been alright." And of course the seat time thing, racing enough to where you do become accepted, is something Miller knows all too well. It's no secret that both fans and drivers alike remember back in the day there being no love lost between the Wisconsin drivers and the Minnesota contingent. "I think it took ten years after moving to Wisconsin that Dick finally told me, you're a Wisconsin guy now. It took a long time to earn that respect from the Wisconsin crew. If Guthrie could have stayed with it, I think she would have earned it too."

Of course Miller like Marcis is concerned with the state of short track racing and the sport in general. "You could learn so much racing practically every night of the week like we did. With rules the way they are and tracks so independent, it's difficult for racers to get the laps, the experience to speed up the learning curve like we did. There are still some really good drivers out there, one I've watched that has reached the Cup level, Kyle Larson is one of them. That guy can driver a race car, any race car."

Here and there...Speaking of short track level racing, The CWRA Stars to Legends Tour returned to Dells Raceway Park, Wis. Dells, WI., for an event July 15th. The program was held in honor of two all time great short trackers, Marv Marzofka and Tom Reffner. Both were on hand for the event which saw two new main event winners on the Tour for 2017. Rachel Kallas and Frank Nitzke were the winners of the two 50 lap Features held as a 17 car field did battle on the night. For Kallas, it is believed to be the first ever feature win for a female in CWRA competition. For Nitzke, it meant taking over the tour point lead heading into the next event at Golden Sands Speedway, Friday, August 4th...The Tundra Series was in action at La Crosse Fairgrounds Speedway, West Salem, WI., June 30th and a field under extremely threatening weather, of 27 Super Late Models participated. Cole Anderson under the guidance of Dan Fredrickson took the 50 lap feature win easily outdistancing Dalton Zehr, and Michael Sauter...Nick Panitzke continued to run hot in NASCAR Late Model competition at Lax Speedway June 24th., winning the 25 lap feature event, his 3rd here for 2017, over a 24 car field. Brad Powell and Steve Carlson followed...And it finally happened here July 8th at La Crosse Speedway. Matt Henderson ended his 8 year drought in NASCAR Late Model competition winning the 25 lap feature event. Henderson drove the wheels off his car in fighting off Brad Powell and Jerimy Wagner for the win. And, rookie driver in NASCAR competition, Ryan Brown captured his first ever win, taking the 3rd heat race on the night. He attributed the victory to the long hours spent playing racing video

games. My, how things are different these days. Used to be you started in a lower division of racing, got your seat time, took your lumps, finally moving up through the ranks and winning in the top division...

Looking back in time on Saturday, July 12th, 1969, it was John Ziegler in a 1964 Ford winning the 30 lap feature at Dells Motor Speedway. Following Ziegler at the finish were Lyle Nabbefeldt, Jim Back, John McNamara and Tom Reffner. On Saturday, July 19th, 1969 at the Dells, it was Kato Theissen in Dick Trickle's #99 1967 Ford Fairlane winning the 30 lap feature. Following Theissen were Duane Walch, Tom Jensen, Homer Spink and Emmitt "Jerry" Stephan. On

Thursday, July 15th, 1971 at State Park Speedway it was Marv Marzofka winning the 30 lap feature race. Jim Hornung won the 15 lap semi-feature with heat wins going to Denny Paasch, Bill Wirtz and Dick Trickle. (Results courtesy of Jim Cleveland)

That wraps things up for this round, just remember, get out there and enjoy life a little... get off the phone!

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

Recent Feature winners on the CWRA Stars to Legends Tour, these coming at Dells Raceway Park on July 15th. Rachel Kallas, winner of the Tom Reffner 50 and Frank Nitzke, victor in the Marv Marzofka 50.



Pay it forward



One of the common trends for drivers at the upper levels of the sport is to “pay it forward” by starting foundations and other charitable activities. The expense of these types of things is out of reach for the typical short track racer.

The Raising Kane team (with driver Brent Kane and crew chief Nate Kane) have come up with their own way to help build the short track fan base, along with providing a way to thank the veterans that serve this great country of ours. Each weekend the team is racing; a veteran is selected and given free tickets to the activities at Elko Speedway.

Friends and family members of veterans are encouraged to reach out to Brent via Facebook to have their names added to the drawing list.

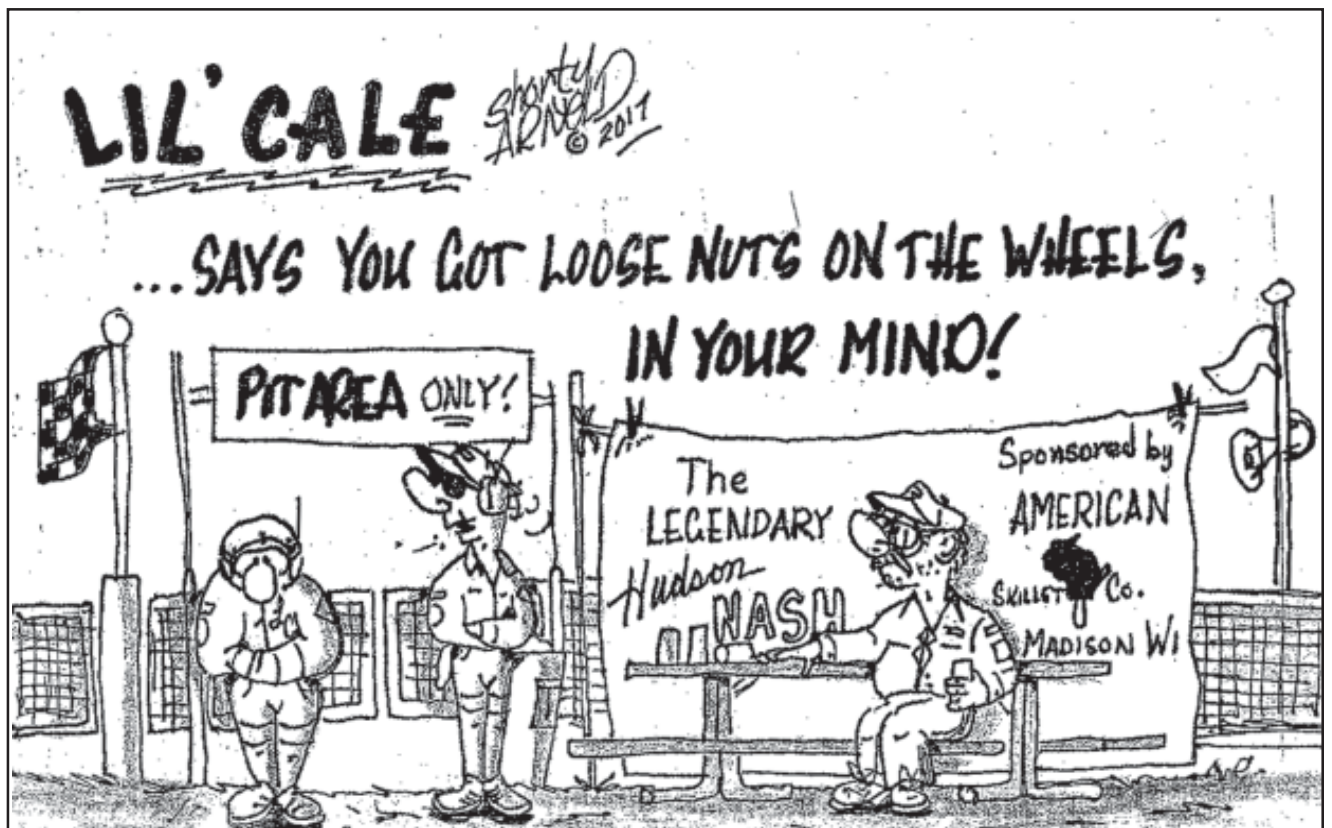
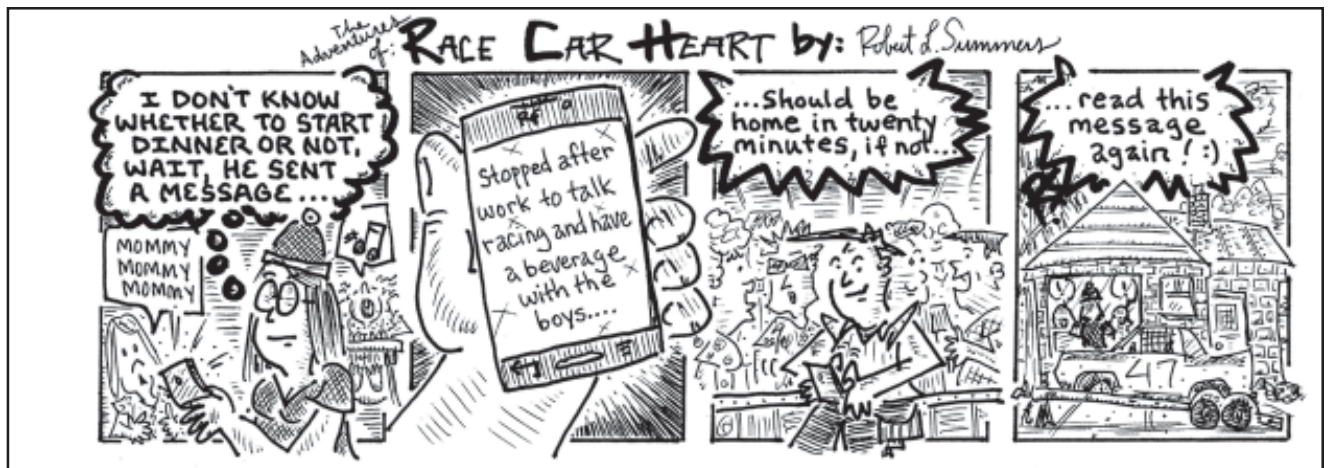


THE MIDWEST RACING CONNECTION

Get your copy of MRC delivered to your home.
Yearly subscriptions just \$20.

Mail this form with check or money order to;
The Midwest Racing Connection
P.O. Box 22111
St. Paul, MN 55122

Name: _____
Address: _____
City: _____
State/Zip: _____



The Midwest Racing Connection Directory Page

952-461-3300

Brothers
JORGENSEN
Race Parts - Service

9665 265th St.
Elko, MN 55020



RaceFab
Street Stock/Sportsmen Parts
LaCrosse, WI
www.dcaracefab.com

Turtle's
BAR & GRILL



Downtown Shakopee
952-445-9668

CLUB
LA-MARK
Madison's Race Car Bar



Where cold beer & good friends meet

1525 N. Stoughton Rd.
Madison WI 53704
608.244.4004

Weekday Lunch specials
Breakfast
Saturday & Sunday

FOREIGN & DOMESTIC REPAIR SINCE 1957

MAREK'S
TOWING & REPAIR, INC.

Repair Shop
Mon-Fri 7:00-5:30
Office: 952.469.3182

Impound Lot
Mon-Fri 7:00-5:30
Sat & Sun 10:00-12:00
Fax: 952.469.7724

20152 Kenrick Avenue - Lakeville, MN 55044

www.MAREKTOWINGANDREPAIR.com

R & R
AUTOMOTIVE

Complete Automotive Service

Ross Johnson

612-721-1357
4224 E. 41st Street
Minneapolis, MN 55406

612-721-4210
randautomotiveonline.com
RRAutomotive4224@yahoo.com

4056 42nd Ave. So.
Minneapolis, MN 55406



Hillside Drywall

Shakopee, MN
612-812-0278

WILSON
RACE FUELS

Methanol Available

RED WING, MN
1-800-634-9666
www.wilsonoilcompany.com

J & L COLLECTIBLES
SPECIALIZING IN DIE-CAST COLLECTIBLES
SINCE 1996

JAMIE HURD
CELL # 612-701-6701
HOME # 763-205-3101
218BUSCHFAN@Q.COM

Follow us on Facebook, Twitter and YouTube

www.facebook.com/themidwestracingconnection

@MidwestRace

www.youtube.com/theracingconnection

facebook



YouTube



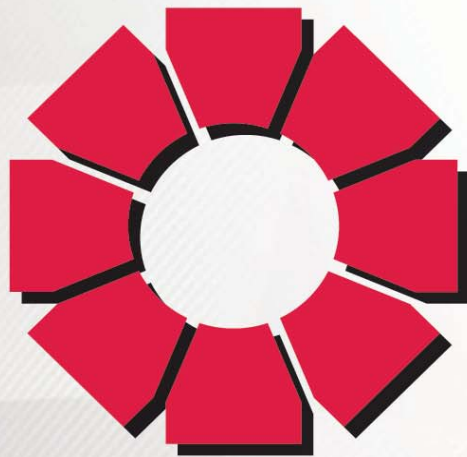
MKA
Midwest Karting Association

Midwest Karting Association
www.mkaracing.com

Come check us out. Affordable racing, family oriented. See our website for details.
www.mkaracing.com

Upcoming Race Dates

August 12 - 13
August 26 - 27
September 9 - 10



PIRTEK®

“FLUID TRANSFER SOLUTIONS”

PIRTEK fluid transfer solutions for automotive, marine, off-road and custom applications work to your advantage and your budget. Get the right part the first time. No more leaks or endless trips to the parts store. No More Headaches!



Proudly Serving The Construction And Racing Communities Since 1996!



- **Hoses-Adapters-Fittings**
- **Standard-Metric D.O.T. Certified Brake Hoses and Lines**
- **Power Steering • Oil Lines**
- **Transmission Lines • Fuel • A/C**



PIRTEK HAS AUTOMOTIVE SOLUTIONS

MPLS/ST. PAUL

(651) 641-1414

2161 University Avenue
St. Paul, MN 55114

BURNSVILLE

952-895-5400

1409 Cliff Road East
Burnsville, MN 55337

PLYMOUTH

(763) 475-0475

11350 Highway 55
Plymouth, MN 55441



✓ Reliably Low Prices
 ✓ Huge Selection

✓ Easy To Use Website
 ✓ Fast Shipping

ROCKAUTO.COM
 ALL THE PARTS YOUR CAR WILL EVER NEED.
www.rockauto.com

Like us on Facebook, watch us on YouTube, or follow us on Twitter
www.facebook.com/themidwestracingconnection
[@MidwestRace](http://www.youtube.com/theracingconnection)

For Quality Electrical Work at a Fair Price use IBEW Local 110

www.ibewpros.org www.stpaulneca.org

IBEW 100 YEARS OF BROTHERHOOD
NECA
 NATIONAL ELECTRICAL CONTRACTORS ASSOCIATION