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THE MIDWEST'S SHORT TRACK AUTO RACING AUTHORITY

March, 2013

2013 Speedweeks Highlights



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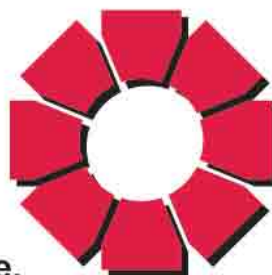
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Publisher's Note

Racing According to Plan



Dan Plan

The cool thing about Daytona Beach during Speedweeks is all of the history associated with the event, and the spectacle surrounding the 500. It's pretty much non-stop entertainment throughout the week; at the track, and away from the track.

This year, a new event was on tap called The Battle at the Beach. It was pretty cool to see short track drivers have an opportunity to race at Daytona. It's not often fans from the Midwest get to see local drivers compete in Florida, and it's even rarer to see somebody from Minnesota compete at Daytona. I can remember reading stories of Blackie Wangerin, along with seeing Joey Miller or the late Christian Elder run at Daytona on TV, but never had a chance to see any of our local drivers compete in person. This year local driver Adam Royle had a chance to compete in the Battle at the Beach. Unfortunately, things didn't go well for the Royle team, as troubles plagued them throughout practice. The



A replica of Tiny Lund's 1963 Daytona 500 winning Ford (duct tape and all) on display
(Dan Plan photo)

troubles persisted into the evening; taking away the NASCAR Minnesota State Champions chance to showcase his ability on a bigger stage.

While it was cool to see a local driver compete at Daytona, the racing itself left something to be desired. While much of the blame was placed on the track configuration, an equal share of the performance should be placed on the drivers. The layout of the track doesn't make you drive into the person in front of you. It was not a pretty site either night. All three feature races that took place during the Battle at the

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(Dan Plan photo)



Adam Royle during the Battle at the Beach autograph session

The Midwest

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P.O. Box 22111
St. Paul MN, 55122
651-451-4036
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Publisher
Dan Plan

Contributing Writers

Dale P. Danielski
KrisMcMartin
Jason Searcy
Dean Reller
Charlie Spry

Photographers

Jim Ambruoso (815-623-3200)
Rick Blewett (507-398-9483)
D's Racing Imagery (608-448-2288)
Martin DeFries (651-346-1199)
Joe Gibbs (612-860-6622)
Doug Hornickel (920-563-0993)
Tom Johnson (612-309-7142)
Mark Melchiori (414-463-0131)
Stan Meissner (651-428-4717)
Mary Schill/Forte Design (608-792-1317)
Jerry Zimmer (715-792-2174)

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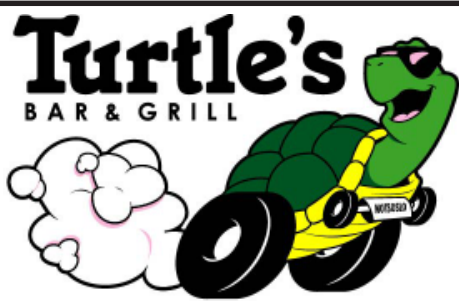
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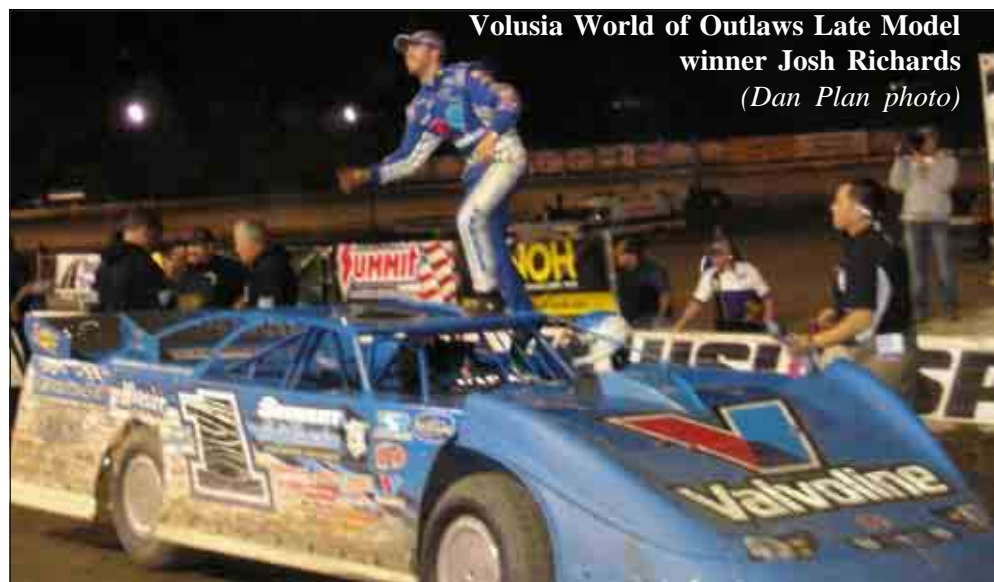
Beach, had the leader taken out on the last lap. That's just downright dirty in my book. Although, it would have been cool to see the drivers get out of their cars and then hear Ken Squier on the PA say; "And there's a fight. Tempers overflowing; they are angry, they know they have lost. And what a bitter defeat." The temporary track on the backstretch just wasn't conducive to showcasing good short track racing. They could have just as easily put some cones in the parking lot. Hopefully they can find a way to make this event better for next year.

Along with the Battle at The Beach, we took in the ARCA race, Sprint Ultimate (aka Busch Clash or Bud Shootout) along with the Duels. Watching the new Gen 6 Cup car on the track for the first time made me feel old, as I have now seen Generations 2 through 6 of the Sprint Cup cars compete in person. For those that are getting ready to ask, no I wasn't born yet when the first generation of Cup cars were racing, but I'm pretty sure a couple of the guys from Minnesota in my hotel in Daytona are old enough to have seen the first generation Cup cars on the beach. More on them later.

While it's fun to visit a track of this size and all of the other things going on, what really brings me to Speedweeks is the short track racing. We were able to catch one show at Volusia County Speedway and a couple of shows at New Smyrna Speedway. In past trips to the Florida short tracks, we experienced several shows that were far too long. There may

have been a few nights like that as well this year, but not the nights we were in attendance. Things were much improved from our last visit, with all of the shows attended at the short tracks being completed in 3 hours or less, with little or no down time. The same thing could not be said about the Battle at the Beach. Hopefully they can get a handle on things for next year at Daytona, or better yet, move the Battle at the Beach to New Smyrna to let the drivers have a chance to actually race. And the best part about the local short tracks? None of the main events we saw at Volusia or New Smyrna ended with the leader getting taken out on the last lap.

We were able to see several Midwest racers compete while at the short tracks. Jimmy Mars, Brady Smith and Pat Doar ran with the WoO Late Models and Jason Gross running in the Modifieds at Volusia. Mars would win a B-Feature on our visit with Josh Richards taking the main event. Gross was having a strong run to the front of the Modified feature, before a mechanical failure took him out of the race.



**Volusia World of Outlaws Late Model
winner Josh Richards**
(Dan Plan photo)

class of the field in the Super Lates, and would have been in contention for the overall title, had they not been DQ'd for weight violations on opening night. Nasse and Benjamin finished one-two on our first night at New Smyrna, and put on a great battle for the lead.

We also had a chance to test out the kid's new GoPro camera on a couple of cars while in town. I have to

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Big Block Mods from the East Coast at Volusia
(Dan Plan photo)

Down the road at New Smyrna, Paige Decker, Austin Luedtke and Adam Royle all made laps in the Super Late Model division, with Danny Church running in the Pro Late Model division. Stephen Nasse and Kyle Benjamin appeared to be the



**Teenager Stephen Nasse
won a Super Late Model
feature at New Smyrna Speedway**
(Dan Plan photo)



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send out a huge thanks to Adam Royle, along with USAC driver Aaron Peirce, for letting us test out the camera before the racing season gets under way. Our in-car footage was uploaded to our YouTube channel, <http://www.youtube.com/theracingconnection>. Feel free to check these videos if you get a chance. We hope to provide more video like this as the season goes on.

In addition to the non-stop racing action during Speedweeks, we did find time to experience some of the other events on the beach in Daytona. I've been to Speedweeks four times in my life, but never had the chance to stay on the beach. The night life at the establishments is second to none. I had the chance to run into several Minnesota drivers/crewmembers on my first visit to the Ocean Deck. I definitely had too much fun in their company, and stayed up way too late. In effort to protect the innocent (or the guilty in this case), I highly recommend not giving out your hotel room number to certain individuals from Minnesota. The 3:30am knock on the door, or having hotel maintenance staff show up around the same time about a problem with my hotel room door lock, was a scene right out of MTV's Punked. To make the story more relatable to the old guys that pulled the prank, it was like the old TV show, Candid Camera.

Luckily, they left me alone the rest of the week, as long as I stopped in at the local watering hole after the races.

We also had a chance to see the birthplace of NASCAR, the Streamline Hotel. Chances are, if this place wasn't the birthplace of NASCAR, I'm guessing it wouldn't still be around, but it does have that nostalgic look to it.

Seeing the beach that started it all, highway A1A, and the north turn in person are all items every race fan should experience at some point in their life. Having the opportunity to let my kid experience all of these items, along with getting to meet Kenny Wallace in person will be moments I won't soon forget. I wish we could go to Speedweeks every year, but that's probably not going to happen anytime soon. Hopefully, I don't have to wait another 10 years for my next trip.

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Top photo, the birthplace of NASCAR - The Streamline Hotel. Bottom photo, a young Greg Larsen watched people like Fonty Flock race on this very same beach.



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Going in Circles



Charlie Spry

Just after Christmas last year, I found out about the passing of David "Salt" Walther. Salt was an unlimited hydroplane racer who moved on to USAC and CART championship cars, and even some NASCAR stock car races. He is perhaps best known for his violent crash at the start of the ill-fated 1973 Indy 500.

Going back to the year of 1973, this race had a very strong effect on me. At the time I was on the cusp of my fourteenth birthday, and at that age it is a different world. You feel totally invincible, and death and devastating injuries are something that seldom, if ever, enters your thoughts. You feel as though you are going to live forever, and you have your whole life ahead of you, and most often, that is true. However, everyone reaches an age where you start to feel that things aren't all rosy in a lifetime, and this race was a turning point for me in my thoughts.

Suddenly, I became much more aware of the bad things that can happen in life, and especially, in racing. This race was a very depressing event, and I never looked at racing quite the same way as before. Bad things can, and do, happen. Safety is a paramount concern.

A little bit about the Indy race that year is needed here to set the tone. The year started off with Art Pollard crashing in practice, losing his life. From there, the drivers were concerned about the high speeds being reached, but nobody could foresee the carnage that would ensue throughout the month and beyond.

Memorial Day, 1973, brought clouds and drizzle, with the race getting the go about mid-afternoon. As the field came to green on the front stretch, all havoc ensued, with Walther's car pinballing into the fence, spraying spectators with methanol. Several cars crashed, with pieces flying everywhere, and Walther's car sliding upside down with his legs sticking out the front of the car. Walther was awake and aware as he was taken from his car, but would suffer all manner of injuries, some of which would plague him the rest of his years. The tips of the fingers on one hand were amputated, and his other hand would have the fingers forced into unnatural angles. One can only imagine the pain that he endured with this and his other myriad of injuries. He did recover to race again, including the 1974 Indy 500, which gave many a new respect for the driver. However, a lifetime of pain would lead to other troubles over the years.

As if this wasn't enough, rain would then postpone the event until Tuesday. On that day, rain would again come as the cars were on the parade lap, postponing the event until Wednesday. Finally, on Wednesday, the event got underway. However, the bad things were not over, as driver Swede Savage would crash hard into the wall. A safety vehicle speeding to the crash would strike Patrick Racing crewman Armando Teran, killing him. Savage would appear to survive and live for another month or so, appearing to slowly recover. However, he too, would die of pneumonia while attempting to recover.

It just seemed that there was no end to the bad things that happened at the event that year. I vividly

remember the weekend, and most local short track events in our area were cancelled because of the relentless drizzle and rain over the period of several days. This just served to cast a pall over the weekend and beyond. It just seemed that bad things just kept happening over and over. Everyone was pretty much happy to just call the event complete as rain again came just past the halfway mark of the race, with Gordon Johncock taking the win. It was an event that everyone just wanted to end and forget about.

Many changes would take place the following year. Lighter fuel loads in the cars, less turbo boost, and moving the seats back along the front straight were some of the changes made to make the racing safer for participants and fans as well.

So, as you can see, Salt Walther became synonymous with that infamous race, and that is what always came to mind when I heard his name. It is unfortunate to have your racing career defined by something such as this. I matured quite a bit that weekend and memories still linger. Makes you appreciate life a bit more.



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Auto Racing Facts, Observances and Opinions



Dale P. Danielski

Being up here in the cold and snowy North Country our only means of catching race action has been tuning into the TV Tube for Daytona Beach Florida Speedweeks activities. Of course that meant checking out the UNOH "Battle at the Beach" racing action.

A cool concept and something new, we enjoyed watching Whelen All-American and K & N Series competitors try and conquer the reasonably flat paved Speedway which was laid out utilizing the backstretch of Daytona International Speedway. It was cool that is, until the end of each event over the two day period. Since when is it OK to blatantly take out the leader to win a race? I don't mean gentle nudging one out of the groove to pass, I mean "bonzaing" the corner and crashing the guy in front of you to win!

The highly touted Kyle Larson started this method of winning in day one by taking out leader CE Falk III on the last corner of the last lap of the NASCAR Whelen All-American 150 lap Late Model event. Larson didn't seem to have any remorse over the incident making it sound like this is just part of racing. Ah...excuse me, but that isn't racing that is intentionally wrecking. NASCAR officials didn't seem to think anything was wrong with the maneuver either as Larson was allowed to keep the win and the \$15,000 or so that went with it. What seems a little strange here is that they did reprimand a driver earlier with a black flag for over aggressive driving putting him in the back on a restart after making contact with a fellow competitor. So why doesn't taking the leader out on the last lap constitute the same action? It seems the whole mentality anymore is anything goes on the last lap even if it means crashing out the leader to win. Sad to say but NASCAR created this problem by allowing it to happen on too many to count occasions at their top levels of racing, Cup, Nationwide and the Truck Series. I guess if it's



**The controversial finish to the Battle at the Beach
Late Model race with Kyle Larson and C.E. Falk**
(Dan Plan photo)

acceptable at those levels it has to be OK here. Unfortunately for me much in the way of loss of respect goes out to Larson for this win at all costs maneuver. Maybe I'm in the minority and I hope not, but I would think car owners would take note and make certain this isn't the new breed of "talent" to be looking for to steer their racing equipment which in turn is supposed to provide a favorable image of the sport. If you can't win by out driving someone maybe you need to finish second and get'em next time.

Of course as I mentioned earlier this was only the first race of the two day event. The exact same scenario unfolded in the two other main events with the leaders each getting booted after taking the white flag! I guess Larson set the precedent for this with his tainted win. Steve Park got the win in the NASCAR Whelen 150 lap Modified main on day two as he went through Mike Stefanik to win. Stefanik didn't buy any of Park's explanation of trying to "stay off" his bumper only being able to say "Yea right" between swear words! That win was worth \$20,000 to Park and maybe as a good will gesture he should offer at least half of it to Stefanik. And finally, in the K&N Pro Series finale it was Gray Gaulding crashing Michael Self out of the lead in overtime of the scheduled 150 lap event with the result appearing to give Gaulding the inside track to the win. A wide girth by Gaulding of the last corner however allowed Cameron Hayley to slip by and take the checkered flag 1st! Validation for Gaulding being prevented from winning for taking out the leader in the first place maybe?

I don't know, but maybe this is what fans want to see from drivers these days. Again, I have to say I hope not, and boy if we start seeing this when racing begins in this part of the Country come Spring, look out!

Here and there...OK, I know it supposedly pays the

bills, but do the same three or four advertisers during the majority of the Speed TV telecasts really think we are more inclined to buy their products after advertising them 20 times an hour? I think it's more of a reason not to endorse them especially when they are doing it while racing action is taking place. Why aren't we doing the split screen deal for this? I think that's a great way to capture the best of both Worlds. Of course Speed parent company FOX was no better for the 500 utilizing split screen so little early it was of little value and very minimally late when it would have made a difference, instead barraging everyone with ad after ad throughout. I pity those trying to watch these races through the rest of the year but that's all the more reason to get out to your local track once things get cranked up this Spring. No ads while you're sitting in the stands and debris cautions an extreme rarity... Attendance sure didn't look too good to me in the racing I witnessed on the tube. The UNOH events grandstands looked terrible while Truck, Nationwide and even Cup racing found many seats where bodies were supposed to be...Maybe with the wild wreck in the Nationwide race that tore the front end off Kyle Larson's car he'll realize this wrecking thing can be really dangerous. Thankfully he came out of the wreck unscathed and hopefully a bit wiser...Well with the release of the 2013 La Crosse Fairgrounds Speedway, West Salem, WI., schedule you know racing season can't be too far off. Something new at the track this year will be Figure 8 racing. I can't wait to see that!

Taking our regular look in past years racing, it was Augie Winkleman taking the 30 lap Feature win at State Park Speedway, Wausau, WI., on May 14th 1961. Buzz Ryan, Ken Pancratz and Jerry Volm followed. Winkleman had a banner night as he also

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won the Semi-Feature, 2nd heat, Trophy dash and time trials. The only two other winners were Ryan in the 1st heat and Volm in the 3rd. At the Stratford Speedway, Stratford, WI., on September 6th 1961, it was Jerry Wagner taking the Feature race over Jesse Meachem, Dick Shefchik and Allen Schjoneman. The Semi-Feature went to Woody Schmutzler with heat victories going to Bruno Swiderski, Hilarian Michlig and Joe “Sonny” Martin. Fast Qualifier with a new

track record of 18.5 seconds was Ken Pancratz...

News, notes and comments welcome to Dale P. Danielski at Starmaker Multimedia 967 10th Ave N Ste A, Onalaska, WI 54650, at 608-783-5827 or at dale@starmakermultimedia.com, www.starmakermultimedia.com



Photos: Dirt stars doing some short trackin', #02 Ken Walton (above, right), #1 Tom Nesbitt (below, right) and #53 Joe Kosiski (below, left)



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Dale P. Danielski 1981 Speedweeks Photos: #2 Dale Earnhardt Sr. at the "Big Track" and the King of Modified racing #61 Richie Evans at New Smyrna Beach, FL. Speedway.



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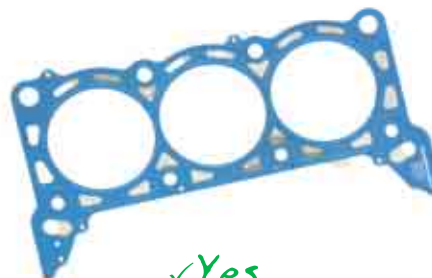
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2012 Traditional Sprint Champion Rob Caho Jr.

Vince Peterson photos

Rob Caho Jr. capped off the 2012 season with the UMSS Traditional Sprints by taking the season championship. Caho's championship run almost slipped away on the final night of the season when a flip in the heat race caused extensive damage to his Sprint Car. With the help of several competitors, including defending champion, Kevin "Rocketman" Bradwell, Caho was able to start the feature. Caho would go on to win the final race of the night at St. Croix Valley Raceway, and hold off Bradwell by one point. *The Midwest Racing Connection* recently caught up with Caho to discuss the past racing season and plans for 2013.

You've raced a number of different cars, ranging from Legends to Midwest Mods, to winged Sprints. What brought you to the UMSS Traditional Sprints?

When I was getting out of the Modifieds, we were looking at building another winged car to go Sprint Car racing. At the time, we just couldn't afford the big motor, so we decided to go with the non-winged Sprint Cars. It's something grew up watching in the Illinois/Indiana area when I was younger, and I really enjoy the non-winged cars, so we thought we would give it a try.

Does driving a non-winged car require a different driving style than a winged sprinter?

Yeah, actually, it's quite a bit different driving style. With the wing, it really feels like the car plants you in the corner. When you go into the corner, it really feels like it's going to turn. The non-wing car, it's a totally different animal. When you go into the corner, you're not sure if it's going to turn. You really have to back the thing into the corner compared to a winged car.



Is the non-winged Sprint similar to any of the other cars you've driven in your career?

I would have to say the non-winged car resembles a Modified in some way. Just because of the way you have to back it into the corner to get it to turn. I guess, other than that, it is similar to a Legend car. The Legend car and Sprint Car are actually both short-wheelbase and twitchy race cars.

What was it like to go through the final night of the season?

It was pretty nerve-wracking to be honest. Going into the night, we were planning on just taking it easy and just stay close to Bradwell. We started in the back of our heat race and were passing for the lead, but got in a wreck with another car, and got upside down. We basically had to rebuild the entire car between the heat and the feature. We didn't think we would get it back together in time for the feature, to be honest.

Besides winning the championship, what were some of your other highlights of the 2012 season?

A couple highlights would have been we only had one race outside of the top-3 all year, out of 15 shows. That was a big highlight for us. We also had a couple of big shows like the Traditional 30 at St. Croix Valley Raceway.

Have you put a wing on your car and tried to run with the 360 Sprints?

I actually did that in 2011 for a couple of shows. We had some pretty strong runs, but the motor for the non-wing cars is just not up to par for me to enjoy doing it. We did end up getting a winged motor, and were sitting third in points at one time, but then hurt the big motor and put those plans on the back burner.

What are your plans for 2013?

As of right now, our plans are to go out and defend our title with the non-winged car. We have hopes of putting our big motor back together, putting it in our non-winged car and going to run some of the bigger shows down in Iowa and Indiana.





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5TH	225.00	100.00	100.00		375.00	150.00	150.00
6TH	200.00	100.00	100.00		325.00	150.00	150.00
7TH	175.00	100.00	100.00		300.00	150.00	150.00
8TH	150.00	100.00	100.00		250.00	125.00	125.00
9TH	125.00	100.00	100.00		225.00	125.00	125.00
10TH	125.00	100.00	100.00		200.00	125.00	125.00
11TH	125.00	75.00	75.00		175.00	125.00	125.00
12TH	100.00	75.00	75.00		150.00	125.00	125.00
13TH	100.00	75.00	75.00		150.00	100.00	100.00
14TH	100.00	75.00	75.00		150.00	100.00	100.00
15TH	75.00	75.00	75.00		150.00	100.00	100.00
16TH	75.00	75.00	75.00		150.00	100.00	100.00
17TH	75.00	75.00	75.00		150.00	100.00	100.00
18TH	75.00	50.00	50.00		150.00	75.00	75.00
19TH	75.00	50.00	50.00		150.00	75.00	75.00
20TH	75.00	50.00	50.00		100.00	75.00	75.00
21ST-24TH	75.00	50.00	50.00		100.00	75.00	75.00
TOTAL	\$3,500.00	\$2,525.00	\$2,525.00		\$6,000.00	\$3,500.00	\$3,500.00

**FRIDAY PRACTICE | 6-9PM
SATURDAY RACES @ 5PM
SUNDAY RACES @ 12:00PM**

**\$75 ENTRY FEE -
INCLUDES PIT PASS FOR
DRIVERS ONLY ON SAT &
SUN**

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COMPETITOR NAME: _____

OUTLAW WING ☐ OUTLAW NON-WING ☐ STOCK WINGED ☐ CAR # _____

CITY: _____ STATE: _____ ZIP: _____

PHONE: _____ EMAIL: _____

\$25.00 TO HOLD A SPOT.

Midget Entries up to Thirty-Three for Sasquatch Indoor Nationals

By Bryan Gapinski

The Badger Midget entry list for the “Sasquatch Indoor Nationals presented by Jack Link’s Beef Jerky” at the Cedar Lake Speedway Arena on March 9-10 now stands at thirty-three entries, a little under four weeks before the event . The two-day event at the indoor quarter-mile dirt oval will be the season opener for the the Stark Automotive Group/Mid-State Equipment Badger Midget Series. Also competing in the event will be Badger 600 Micros and Legends Cars.

Drivers from thirteen states have filed entries

including : two-time National Midget Driver of the Year Champion Tracy Hines. Hines will drive the Roger & Lara Miller owned No. 75. Hines has four career indoor midget feature victories including the 2005 Chili Bowl. Caleb Armstrong, winner of the Badger season finale Pepsi Midget Nationals will also be competing. Armstrong will be competing in this upcoming weekend’s ARCA 200 at Daytona International Speedway. Four drivers from the “Dakota’s” are also entered including: Donovan Peterson, Dylan Peterson, and Andee Beierle from South Dakota, and Dustin Hapka representing the Peace Garden State. Entries

for the Badger 600 Micros and Legends Cars continue to be filed, a complete list will be announced shortly.

An optional practice night is scheduled for Friday night, March 8. Saturday Night March 9 racing will kickoff at 5 p.m., with Sunday afternoon’s racing events starting at 1 p.m. Saturday’s event will pay \$2,000 to win, with Sunday’s winning capturing \$2,500, with a \$1,000 bonus to any driver winning both features.

CAR#	DRIVER/HOMETOWN	CAR OWNER	CHASSIS/ENGINE
2	Dave Darland/Lincoln, IN	Hans Lein	Spike/Ford-Esslinger
2s	Danny Stratton/Riverside, CA	Hans Lein	Spike/Ford-Esslinger
3	Robbie Ray/Davenport, IA	Mark Ray	Spike/Ray-Mopar
3N	Jake/Neuman/New Berlin, IL	Neuman Racing	Spike/Fontana
4	Vance Lein/Cambridge, WI	Hans Lein	DRC/Ford-Esslinger
5	Colten Cottle/Kansas, IL	Rick Cottle	Spike/Ford-Esslinger
6	David Gough/Machnesey Park, IL	DSR Motorsports	Stealth/Hawk-Chevrolet
6a	Billy Balog/Brookfield, WI	DSR Motorsports	Stealth/Ford
7	Austin Brown/Millstadt, IL	Kenny Brown	Spike/Ford-Esslinger
7c	Caleb Armstrong/New Castle, IN	C&A Motorsports	Spike/Toyota
11	Travis Berryhill/Amer. Canyon, CA	Manic Racing	Stealth/Fontana
11B	Dustin Hapka/Grand Forks, ND	Metalworx Mtrsprt	Stealth/Gaerte
11F	Andrew Felker/Carl Junction, MO	Danny Felker	Spike/Fontana
11P	Donovan Peterson/ Brookings, SD	Metalworx Mtrsprts	Stealth/Gaerte
11x	Andee Beierle/Bismarck, SD	Danny Felker	Spike/Fontana
20	Cody Weisensel/Sun Praire, WI	Kevin Weisensel	Stealth/Ford-Esslinger
21	Kurt Mayhew/DeMotte, IN	Kurt Mayhew	Buzzard/Ford-Esslinger
25	Jake Blackhurst/Mapleton, IL	Paul Blackhurst	Spike/Ford-Esslinger
25X	Dylan Peterson/Brookings, SD	Vance Peterson	Spike/Fontana
31	David Budres/Beloit, WI	Manic Racing	Stealth/Fontana
33	Davey Ray/Indianapolis, IN	Team Ray Pro	Spike/Toyota
33x	TBD	Team Ray Pro	Spike/Mopar
35	Cody Ledger/Omaha, NE	Tracey Ledger	Spike/Mopar
43	Buddy Luebke/Stoughton, WI	Bull Dog Mtrsprts	Buzzard/Hawk-Chevrolet
51	Brandon Waelti/Sun Prairie, WI	Huston Solution	Stealth/Ford-Esslinger
57	Thomas Meseruall/San Jose, CA	RAB Racing	Spike/Fontana
57k	Kaley Engstrom/Rhome, TX	McCreery Mtrsprts	Buzzard/Gaerte
57p	Payton Pierce/Bridgeport, TX	McCreery Mtrsprts	Spike/Gaerte
57r	Daniel Robinson/Wayne City, IL	McCreery Mtrsprts	Stealth/Fontana
57x	TBD	RAB Racing	Spike/Fontana
75	Tracy Hines/New Castle, IN	SpeedQuip Mtrsprts	Phantom/Chevrolet
79	Randy Polewczynski		Stealth/Gaerte
X	Todd Lehr/Twin Lakes, WI	Todd Lehr	TripleX/Sesco-Mopar

Martin DeFries photos





Bruce Nuttleman Speedweek Photo Gallery

Top photo; Kyle Larson gets ready to make his move on C.E. Falk. Photo above; The start of the Whelen Racing Series main event from the Battle at the Beach. Photo below left; Stephen Nasse and Kyle Benjamin battle for the lead at New Smyrna Speedway. Photo below right; The finish of the Richie Evans Memorial for the Modifieds at New Smyrna Speedway.

For more Speedweeks photos, checkout www.ultimatelapphoto.com



HEATED TIRE GROOVER



Insert a blade into the groover, set blade height with a tire depth gauge and set the power level. Place the cutting edge against the tire surface and apply pressure to activate rocker switch, creating instant heat. Includes 4/32", 6/32", 8/32" and 10/32" flat blades.

049-ALL10270.....Tire Groover.....\$394.99



FLOOR MOUNT PEDALS



Made of lightweight cast aluminum with a black finish. 6:1 ratio and accepts standard master cylinder bolt spacing.

505-52692.....Brake Pedal.....\$79.99
505-52992.....Clutch Pedal.....\$40.99

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MODIFIED HEADERS

Schoenfeld Headers
Headers fit Dirt Works, GRT, Hoffman, Jet, Larry Shaw & BMS chassis. A great compromise of low end torque and high RPM horsepower.
649-1106...1-3/4" Primary Tube, 3-1/2" Collector Dia.....\$211.99
Schoenfeld Headers
Headers fit BMS, Dirt Works, Hot, Hoffman, Jet, KMOD, Pierce, Pro, Quick, Sardeson, Smiley's & Victory chassis. Provides more torque & horsepower with longer primary tubes.
649-1186...1-3/4" Primary, 3-1/2" Collector Dia & 8" Length.....\$211.99

STREET STOCK HEADERS

Schoenfeld Headers
Clears side & rear engine mounts. Fit straight or angle plug, standard exhaust port heads. Must use short oil filter.
Fits SB-Chevy in GM 72-87 Malibu/M Carlo/Gd Prix/Regal/Cutlass & 70-81 Camaro/Firebird.
649-185...1-5/8" Primary, 3" Collector Dia & 8" Length.....\$181.99
649-186...1-3/4" Primary, 3-1/2" Collector Dia & 8" Length.....\$179.99

G-BODY TRAILING ARM BUSHING

The softer rubber insert in this bushing allows more suspension travel for improved handling, traction, and hook-up. Use with stock OEM trailing arms. Meets most track rules that require a "rubber only". Fits GM metric mid-size G-Body vehicles. 1/pkg.
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STEEL TUBING ENDS

For building custom length suspension tubes.
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049-ALL22509...3/8"-24 LH, 1/2"x.058"...\$6.29
049-ALL22512...3/8"-24 RH, 3/4"x.058"...\$6.99
049-ALL22513...3/8"-24 LH, 3/4"x.058"...\$6.99
049-ALL22518...1/2"-20 RH, 1/2"x.058"...\$7.29
049-ALL22519...1/2"-20 LH, 1/2"x.058"...\$7.29
049-ALL22522...1/2"-20 RH, 1"x.058"...\$9.99
049-ALL22523...1/2"-20 LH, 1"x.058"...\$9.99
049-ALL22526...1/2"-20 RH, 1"x.065"...\$9.99
049-ALL22527...1/2"-20 LH, 1"x.065"...\$9.99
049-ALL22534...5/8"-18 RH, 1"x.058"...\$9.99
049-ALL22535...5/8"-18 LH, 1"x.058"...\$9.99
049-ALL22538...5/8"-18 RH, 1"x.095"...\$9.99
049-ALL22539...5/8"-18 LH, 1"x.095"...\$9.99
049-ALL22542...5/8"-18 RH, 1-1/4"x.095"...\$13.99
049-ALL22543...5/8"-18 LH, 1-1/4"x.095"...\$13.99
049-ALL22546...5/8"-18 RH, 1-1/4"x.120"...\$13.99
049-ALL22547...5/8"-18 LH, 1-1/4"x.120"...\$13.99
049-ALL22550...3/4"-16 RH, 1-1/4"x.095"...\$13.99
049-ALL22551...3/4"-16 LH, 1-1/4"x.095"...\$13.99
049-ALL22554...3/4"-16 RH, 1-1/4"x.120"...\$13.99
049-ALL22558...3/4"-16 RH, 1-3/8"x.095"...\$14.99
049-ALL22559...3/4"-16 LH, 1-3/8"x.095"...\$16.99

DIGITAL TIRE DEPTH GAUGE

Measures to 1/1000 of an inch. Features an inch/mm button, on/off button & a zero out button. Digital display.
514-56100.....Digital.....\$21.99

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New tires, from the same compound, can vary in hardness. A durometer will quickly & accurately check tire hardness. Large 2" face measures 0-100 in 1-point increments. Includes storage pouch & is ASTM certified.
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Stock height spindles are a direct replacement for OE. Includes official IMCA stamp of approval.
049-ALL56303.....Left.....\$114.99
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GM METRIC SPINDLES

Fit 1980-88 GM mid-size cars & S10/S15 2WD trucks. New replacement OEM style spindles that are manufactured from ductile cast iron. Standard ride height.
555-64015.....Left/Right.....\$179.99
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All new, not rebuilt. 13.5cc ultra high volume pumps are ideal for street stocks or open wheel modifieds using a steering quickener. Also used in off-road vehicles.
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STEERING QUICKENERS

Meets the requirements of the job with no frills. The alloy steel gears and unique tooth design make it far stronger and more durable than any other small housing quickener on the market.
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505-5221.....Coupler .735"-36 Spl.....\$11.99
505-UA102.....U-Joint 3/4", .735"-36 Spl.....\$76.99

BALL JOINTS

High performance units designed for smooth suspension travel. Some ball joints are available with longer than stock pin length. Hardened pins with stock type housings. Not rebuildable. Legal for classes that require non-take apart ball joints. Off-road only.
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049-ALL56012...+1" (Moog K772).....\$46.99
049-ALL56014.....Std (Moog K6024).....\$46.99
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049-ALL56030.....Std (Moog K727).....\$46.99
049-ALL56031...+1/2" (Moog K727).....\$46.99
049-ALL56034.....Standard GM/Chry.....\$46.99
049-ALL56035...+1/2" GM/Chry.....\$46.99
049-ALL56038.....Std (Moog K6141).....\$46.99
049-ALL56042.....Std (Moog K5103).....\$46.99
049-ALL56046.....Std (Moog K6145).....\$46.99
049-ALL56047...+1/2" (Moog K6145).....\$46.99

HYDRAULIC THROWOUT BEARINGS

For use with different types of clutches & transmissions. Includes shims and mounting hardware. Use with DOT 3 or equivalent (non-silicone) brake fluid.
Stoc St ute on Sa ina, T O, unci, rico, and t rs
Inner dia is 1.379". Compressed length 1.688", extended 2.375" for .688" of travel.
505-82870.....Stock Clutch, T-10...\$149.99
505-82871.....Remote Bleed Kit.....\$55.99
505-82871.....O-Ring Service Kit.....\$11.99
Stoc St ute on T Trans
Inner dia is 1.379". Compressed length 1.513", extended 2.048" for .536" of travel. Does not fit Ford with 1.441"OD bearing retainer.
505-82876.....Stock Clutch, T-5.....\$161.99

MUSTANG II FRONT CALIPER BRACKETS

For use in racing applications & street rods. Fit 1974-80 Pinto or 1974-78 Mustang II and use GM Metric calipers & Granada style rotors/hubs. This combination converts the brake system to 11" rotors and 5 x 4.5" bolt pattern wheels. Note: Does not fit 1971-73 Pinto spindles.
555-630655.....Front Left.....ea.\$18.99
555-630656.....Front Right.....ea.\$18.99

BRAKE ROTORS

Vaned rotors provide superior strength & performance. GM models are 2.75 lbs lighter & 25% stronger than OE. Ford models save 2.5 lbs & are 10%. Extra long wheel studs & bearing races installed.
tric 8 8 ont aro a iu, 8 ut ass a
921-9850-6501...5 x 4-3/4" Bolt Circle, 7/16" Wheel Studs.....\$68.99
921-9851-8500...Wheel Bearing Kit.ea.\$21.99
921-9851-8501...Dust Cap.....ea.\$10.99
ord 80 Pinto ustan
921-9850-6511...5 x 4-1/2" Bolt Circle, 1/2" Wheel Studs.....\$76.99
921-9851-8510...Wheel Bearing Kit.ea.\$21.99
921-9851-8502...Dust Cap.....ea.\$10.99

CIRCLE TRACK WHEELS

A Ho " 8" Bassett
CNC spun-form rim shell offers lower run-out than competitors. Specially-designed safety bead locks tire on rim, but makes tire mounting easier. Provides 10 additional square inches of brake cooling area. Includes IMCA decal and weigh 19 lbs.
125-58DXXI.....15X8 Black.....\$113.99
125-58DXXIS.....15X8 Silver.....\$56.99
A Ho " 8" ad oc
Beadlock wheels are a standard 8-spoke in a silver or black powder coat or a chrome finish. Include outer rings & 1/2" head high grade bolts. Integrated mud cover dzus tabs formed into beadlock ring for 360° support & flush fit. Weigh 22.5 lbs.
125-58DXXII.....15X8 Black.....\$113.99
125-58DXXISL.....15X8 Silver.....\$113.99
id s it Armor d
Unique Armor Edge is an outer bead flange lip that adds extra strength to crate a strong crush zone. Spun formed Wide 5 wheel uses a proprietary welding technique to increase strength.
125-58SXX.....15x8 Black/Silver...\$79.99
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LUG NUTS & STUDS

Large diameter open end lug nuts will not pull through the wheel. 5/pkg.
Sin Sid d " H u uts
555-65170...7/16"-20, Steel.....\$4.99
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555-65172...12mm x 1.5, Steel.....\$4.99
555-65173...5/8"-11, Steel.....\$4.99
555-65174...5/8"-18, Steel.....\$4.99
555-65180...5/8"-11, Aluminum.....\$9.99
555-65181...5/8"-18, Aluminum.....\$11.99
ou Sid d " H u uts
555-65175...5/8"-11, Steel.....\$6.99
555-65185...5/8"-11, Aluminum.....\$9.99
s" acin Studs
Larger than stock wheel studs for racing applications. 0.690" knurl (use with 43/64" hole in axle flange or hub). 5 per pkg.
555-65150...-11, 2.75"L, .375" Knurl...\$19.99
555-65151...-11, 2.75"L, .750" Knurl...\$19.99
555-65152...-11, 3.75"L, .750" Knurl...\$19.99
555-65155...-18, 2.75"L, .375" Knurl...\$13.99
555-65156...-18, 2.75"L, .750" Knurl...\$13.99

LUG WRENCH

1" diameter tube with a shallow 1" socket welded to one end and rotating piece of plastic pipe attached to the other. The 10" handles are angled with rubber grips and the overall length is 23".
049-ALL10108.....Angle Handle.....\$38.99

BEAD BREAKER

Makes quick work of breaking down even the most stubborn tire beads. Durable steel construction with rubber hand grips. For use with 15 in wheels.
049-ALL10105.....Bead Breaker.....\$43.99
049-ALL10106.....with Wide Jaw.....\$46.99

TIRE SPOONS

Separates the tire from the rim after breaking the bead.
049-ALL10103.....Straight, 24".....\$31.99
049-ALL10104.....Curved, 16.5".....\$33.99

COIL-OVER SHOCK MOUNTING BRACKETS

Steel brackets include grade 5 fasteners and 2 spacers. The spacer is pre-welded to one side of the bracket and the other spacer fits on the bolt and slides through the other side of the bracket. Work with most HP and racing coil-over shocks with 1/2" mounting bolts. Left and right versions have a spacer welded on one side or the other.
555-64850...Universal, Wide.....ea.\$6.99
555-64851...Universal, Narrow.....ea.\$6.99
555-64852...Tube Mt, Short.....ea.\$6.99
555-64854...Tube Mt, Long.....ea.\$9.99

FOAM MUD PLUGS

Prevent mud build-up inside racing wheels. For use with 15" diameter wheels.
049-ALL44150.....5" Black.....\$12.99
049-ALL44151.....5" Red.....\$12.99
049-ALL44152.....5" Blue.....\$12.99
049-ALL44153.....5" Orange.....\$12.99
049-ALL44154.....5" Yellow.....\$12.99
049-ALL44155.....5" Purple.....\$12.99
049-ALL44190.....3" Black.....\$10.99
049-ALL44191.....3" Red.....\$10.99
049-ALL44192.....3" Blue.....\$10.99
049-ALL44193.....3" Orange.....\$10.99
049-ALL44194.....3" Yellow.....\$10.99
049-ALL44195.....3" Purple.....\$10.99

STAGGER GAUGE

Measures tire diameter and automatically converts it to circumference. Provides accurate, consistent stagger measurements every time. Measures in 1/4" increments.
049-ALL10116.....65" to 115".....\$53.99

ELECTRIC RIGHT FRONT BRAKE SHUT-OFF KIT

Allows driver to disable the right front brake at the flip of a switch. Kit includes the electronic solenoid valve, brake line fittings, fuse, instruction sheet and moisture resistant toggle switch with protective boot.
555-63004.....Brake Shut-Off Kit.....\$69.99

MANUAL RIGHT FRONT BRAKE SHUT-OFF VALVE

Includes precision machined brass 2000 PSI valve, 3/8"-24 inverted flare female brake line fitting adapters and instruction sheet.
555-631600.....Shut-Off Valve.....\$43.99

FUEL CELLS

Accepted by most sanctioning bodies where a steel outer container with an inner liner is required. Features a spot-welded steel can that is powder coated in red, knurled cap, flapper valve and an internal pickup tube that extracts fuel from the right rear corner of the cell. The inner liner is manufactured with seamless rotomolded and cross-linked polyethylene for strength and durability.
08A a ut and 08A a o o r nt
555-15510...8 gal, 19"Lx19"Wx8"H.....\$159.99
555-15511...12 gal, 19"Lx19"Wx11"H.....\$169.99
555-15512...16 gal, 19"Lx25"Wx11"H.....\$199.99
555-15513...22 gal, 18"Lx26"Wx15"H.....\$249.99
0A a ut t, 08A a o o r nt 08A a turn
555-15514...22 Gallon Long, 26"L x 18"W x 15"H.....\$229.99
555-15515...32 Gallon GRT, 26"L x 18"W x 18"H.....\$249.99
555-15516...32 gal, 18"Lx26"Wx18"H.....\$249.99
555-15517...32 Gallon Teardrop, 24.5"Lx24.5"Wx18"H.....\$249.99

SPORTS CELLS

Features molded seamless bladder, excellent resistance to race gas, ethanol & methanol. CORR, NASA, SCCA, SCORE, USAC, FIA FT3 approved. Powder coated steel container has TF195 steel fill plate, ATL flap valve, twist cap & neck, (2) #6AN or #8AN outlets, (1) #6AN vent-check roll-over valve, fuel traps & filters, SF-103 foam baffling for slosh & explosion suppression. 5 year warranty.
20 " " " 046-SP112.....12 Gallon, Red.....\$645.99
20 " " " 046-SP115.....15 Gallon, Red.....\$654.99
3 " " " 046-SP122C...22 Gallon, Red.....\$844.99

SUSPENSION TUBES

Steel tubes are formed using .095 wall DOM & are yellow zinc plated. Drawn 6061-T6 aluminum tubes provide more strength over extruded. Consistent wall thickness for better engagement & deep knurl.
S a d St Tu in
921-36181...11"x 7/8" OD, 5/8" Heim...\$10.99
921-36182...12"x 7/8" OD, 5/8" Heim...\$11.99
921-36183...13"x 7/8" OD, 5/8" Heim...\$11.99
921-36184...14"x 7/8" OD, 5/8" Heim...\$11.99
921-36185...15"x 7/8" OD, 5/8" Heim...\$12.99
921-36186...16"x 7/8" OD, 5/8" Heim...\$12.99
921-36187...17"x 7/8" OD, 5/8" Heim...\$12.99
921-19512...12"x 1" OD, 3/4" Heim...\$11.99
921-19513...13"x 1" OD, 3/4" Heim...\$12.99
921-19513-1...13.5"x 1" OD, 3/4" Heim...\$12.99
921-19514...14"x 1" OD, 3/4" Heim...\$12.99
921-19515...15"x 1" OD, 3/4" Heim...\$12.99
921-19516...16"x 1" OD, 3/4" Heim...\$13.99
921-19517...17"x 1" OD, 3/4" Heim...\$13.99
921-19518...18"x 1" OD, 3/4" Heim...\$13.99
on S a d A uminum Tu in
921-36079...9"x 7/8" OD, 5/8" Heim...\$9.99
921-36080...10"x 7/8" OD, 5/8" Heim...\$9.99
921-36081...11"x 7/8" OD, 5/8" Heim...\$10.99
921-36082...12"x 7/8" OD, 5/8" Heim...\$10.99
921-36083...13"x 7/8" OD, 5/8" Heim...\$10.99
921-36084...14"x 7/8" OD, 5/8" Heim...\$11.99
921-36085...15"x 7/8" OD, 5/8" Heim...\$11.99
921-36086...16"x 7/8" OD, 5/8" Heim...\$11.99

15" ALUMINUM STEERING WHEELS

Shot peened, no slip surface is drilled to reduce weight.
514-13535-A...Flat, Bare...\$77.99
514-13535-B...Flat, Black.....\$79.99
514-13515-A...2-1/2" Dish, Bare.....\$74.99
514-13515-B...2-1/2" Dish, Black.....\$79.99
St rin Pad
Protect your head/face from the steering wheels during a hard crash.
514-13650.....Pad.....\$34.99