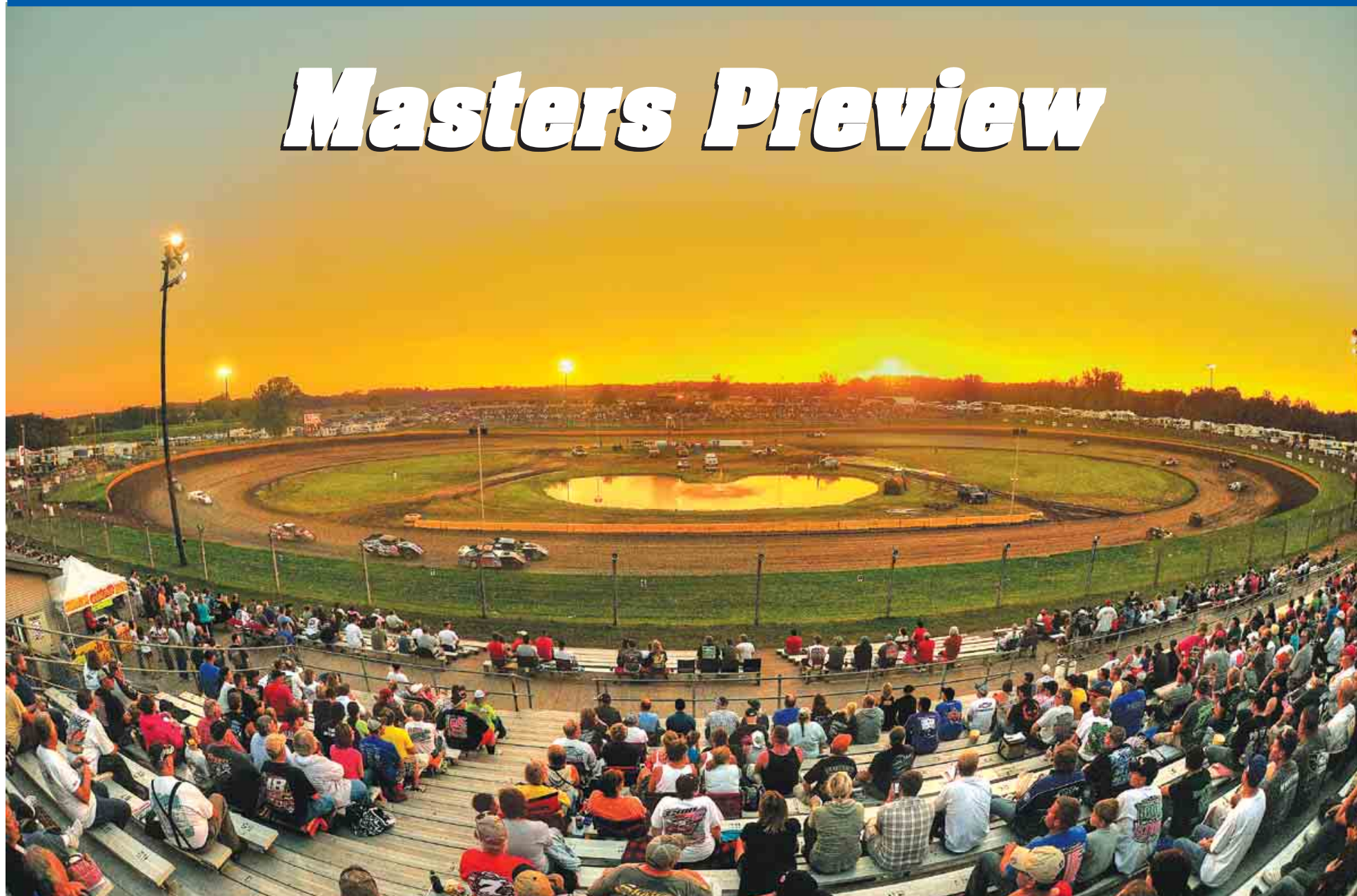


THE MIDWEST RACING CONNECTION

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THE MIDWEST'S SHORT TRACK AUTO RACING AUTHORITY

Masters Preview



June 6, 2013 Vol. 17, No. 4

Inside...



K&N from BIR



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Publisher's Note

Racing According to Plan



Dan Plan

Much has been said this year, and past years for that matter, regarding car counts at the various short tracks. The way I see things, it's cyclical; sometimes the numbers are high and sometimes the numbers are low. Short track racing can be similar to the stock market or the weather. Sometimes stocks are high, sometimes low. Sometimes the

Life without Late Models

weather is hot, sometimes it's cold. With the weather we've had to start out this year, I wonder how long it will take some crack-pot politician or scientist to declare "Global Cooling". Like I said, it's cyclical; sometimes there are a lot of race cars, sometimes there aren't.

People seem to sometimes get wrapped up in the good old days, and think that short tracks have always had high car counts. It simply isn't true. We had a good run for quite a while, and things will eventually get better, but it hasn't always been a pretty picture. I can clearly remember my teenage years, sitting at my local home track in the late 1970's and watching fields of 10 Late Models and maybe a dozen Sportsman cars on several Saturday nights. I'm not making this stuff up, it happened and the results are probably in newspaper clippings somewhere. The racing was still good with lower car counts, things eventually got better, and the car counts went up.

This year, Raceway Park in Shakopee made the difficult decision to drop Late Models from their weekly program. Other tracks across the nation (both dirt and asphalt) have done the same in the past. In fact, it's not the first time Late Models were dropped from the card at Raceway Park. The Late Models were dropped in the mid 1970's and again the early 1990's. The show kept going on just fine with each one of these changes.

This type of change reminds me of the transformation the late Hugh Derry made in the mid 1970's, when changing to the Rockford Rules type Late Model. I was pretty young when these changes were implemented, but have often heard the term "Rockford Rules" used when referencing the limited Late Models of the era. You know, it must have been a good idea, if everybody used your track name in their rule book. Eventually, the Rockford Late Models have evolved back into a regular Late Model, although in theory still somewhat limited, but the original concept is

continued on page 4



Martin DeFries photo

The Midwest

RACING

Connection

June 6, 2013

Vol. 17, No. 4

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

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Cover photos by: Martin DeFries, Greedo Goldenstien, Bruce Nuttleman and Jerry Zimmer.

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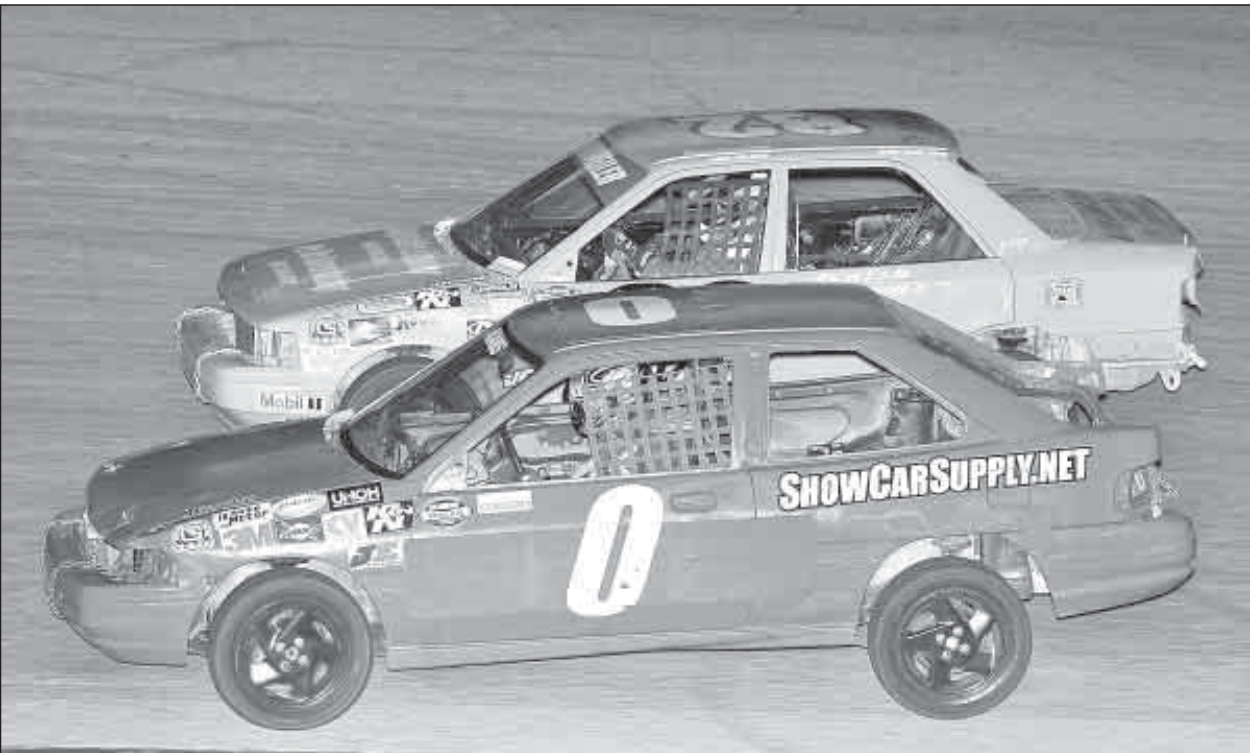
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Brian Adams and Blake Dorwieller battle for the lead in the 30- car Mini Stock feature at Raceway Park
(Martin DeFries photo)

and two area tracks had “altercations” in the pits following the races in during their opening weekend. I think we should encourage the local promoters to put a ring in the infield and let the combatants have a UFC-type match to settle differences if needed. This way everyone can watch.

We were recently invited to conduct a few interviews by John Wykoff’s TV for the Race Night TV Show. I was a little rusty from my previous work with Rob Hahn on The Race Show, but the drivers made up for any mistakes I made. I have to thank Big Kidz Racing (Mark Bronstad and Todd Wilson), the Dickey Brothers (Matt and Mike) along with “Slim” Jim Gustafson for taking time out of their race night to conduct the interviews.

And finally, Cedar Lake Speedway recently announced Tony Stewart will return to the track as a World of Outlaws Sprint Car driver during their appearance on June 30th. Stewart’s last appearance was the largest crowd in the history of CLS, and the current ownership team is hoping to break the record this year. Additional seating is expected to be brought in to handle the large crowd. No word if Mike Kelley Jr. is looking for a WoO Sprint Car ride to settle the score.

Publishers note from page 3

something that still holds true today. You can’t make rules that will save racers money, but you can keep them from trying to spend as much as they might with a different class of car.

Not having Late Models on the card is not the end of the world, or even close to it. Sure, the cars with the big tires and big motors are a necessary item for some fans, but short track racing really boils down to the action on the track. The Hobby Stocks at Raceway have the roar of a V-8 engine, the drivers and crews still build a lot of their own parts (just like racing used to be), and the action on the track has been phenomenal. During Cedar Lake Speedway’s annual “Pack the Stands” night, the Late Models weren’t on the card, but the racing was great. The Hornet feature this night at CLS was what racing is all about; two cars, side-by-side battling for the win right to the line. Without a doubt, the CLS Hornets put on the best race of the night. Life without Late Models isn’t so bad, and actually, it can be pretty darn good.

Miscellaneous News & Notes:

And there’s a fight! Yes, those famous words from Ken Squier at the 1979 Daytona 500 still ring true. It’s still early in the season,



Jared Boumeester battled Brent Voeltz right down to the wire for the Hornet win at Cedar Lake Speedway
(Stan Meissner photo)



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Dirty Talkin'



Kris McMartin

Kim Parsons Memorial Trophy Tour 2013

I attended a race at Cedar Lake Speedway a few weeks ago that was a part of the Kim Parsons Memorial Trophy Tour, and thought that I would bring a little awareness for what a father is doing in loving memory of his daughter.

Steve Parsons has been an announcer at several Wisconsin race tracks over the last 30 years. In January of 2008 his daughter Kimmie passed away at the age of 21. Kimmie was always a race fan. Her parents took her to her first stock car race when she was just 3 months

old. She loved being a trophy presenter and giving trophies to race winners. She was an organ and tissue donor, with over 40 people enjoying life today due to her generosity. In an effort to keep his daughters memory alive, and promote the importance of organ and tissue donation, he has partnered with UW Health to present the tour at many race tracks. There are nearly 60 events scheduled at over 28 tracks around Wisconsin and Upper Michigan. These races are not a memorial to his daughter, but an effort to promote and bring awareness to organ and tissue donation and the large trophies are donated in her honor.

Steve, as well as a volunteers from UW Health, are on hand to pass out information on organ and tissue donation as well as present the trophies at these events. Look for them at a race track near you. He told me personally as I walked into a race recently, "Enjoy the races and consider being an organ and tissue donor," he also said, "Give that little girl a hug because you just never know." Advice that I think is very wise.

Area tracks including Cedar Lake Speedway, Rice Lake Speedway, Red Cedar Speedway and Eagle Valley Speedway all take part in this trophy tour. Kim Parsons Memorial Trophy Tour T-shirts are for sale with proceeds helping to fund this project and organ and tissue donation education. You can order shirts or find out more information on the tour by calling Steve @ 715-432-0864.

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Dean & Jason Talkin' Racin'

Dean Reller

For the second year in a row, Michael Self found himself in the lead in the late stages of the race and once again he came out on top in the NAPA Know-How 125 for the NASCAR K&N Pro Series West at Brainerd International Raceway. Canadian road racer Andrew Ranger established the Track Record in Qualifying with a lap of 96.330 MPH to claim the Coors Light Pole Award.

Amongst overcast and windy conditions, Derek Thorn took the lead away from Ranger at the drop of the green. Thorn, Cameron Hayley and Self quickly broke away from the others. Thorn would develop a tire problem, causing him to pit and surrender the lead to Hayley. A caution a couple of laps later sent the leaders to pit for fuel, but

Self Takes NASCAR Win Again at BIR



Gredo Goldenstein photo



Gredo Goldenstein photo

Thorn who had already pitted, inherited the lead by the time the race restarted. Hayley and Self quickly caught the leader and on lap 29, Hayley was back in front. A couple of laps later, Daryl Harr blew his engine near the start/finish line, prompting a lengthy red flag for the cleanup. When the action resumed, Hayley held the lead over Self, before he cut down a tire, forcing him into the pits.

Self took over out front with Ranger now threatening in second. With eight laps remaining, Ranger cut down a tire spun in the back half of the track, forcing him to the pits and out of contention. Self soon found himself with a sizeable lead. Thorn who was now in second, cut the margin greatly in the last few laps, but it was too little, too late as Self took the win by .952 seconds over Thorn for his second win in as many years at Brainerd.

"This one wasn't quite as easy for me," said Self in Victory Lane. "It was almost like a complete flashback of last year. I think it was the exact same car that I passed last year, when Dylan (Kwasniewski) was driving it," said Self as he described the late race pass of Hayley for the lead. "This place is unbelievable. It's substantially faster and a lot of

fun to race on and I'm looking forward to coming back here in the years to come."

Thorn seemed pleased with the outcome. "It was one of those days with attrition one of the major players in the race," said second finishing Thorn following the race. Like most of the field, Thorn's experience is on the ovals. "I'm not really a road course racer. So they (the crew) really got to step up their game to help me run up front and it's kind of fun to be able to do it. 90% of this kind of racing is attrition, the other 10% is speed and being almost lucky and really good pit strategy." Despite finishing second, Thorn led the most laps in the race. Greg Pursley who was never a factor all day finished third with Dylan Lupton fourth and Hayley recovered from his tire trouble to finish fifth.



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Coming in the next issue of

**THE MIDWEST
RACING CONNECTION**

Masters Highlights

Auto Racing Facts, Observances and Opinions



Dale P. Danielski

You don't have to be an open wheel type race car fan to have appreciated the Indy 500 Memorial Day weekend. The race this year looked more like a typical NASCAR Talladega Super Speedway event with numerous passes for the lead taking place each lap. Records were set for the most drivers pacing the field as well as the most lead changes during the race. A new average speed record for 500 miles was set as well.

Having grown up watching for the most part the pavement stock car guys I none the less would almost always catch the Indy 500, listening to it on the radio or watching on TV. The race is truly a spectacle in more ways than one, but certainly it is the most tradition rich racing event in the US. A lot of the drama and suspense had gone away from the event when owners, drivers and sanctioning groups weren't seeing eye to eye, but in recent years most differences have been resolved and the concentration is back on good quality racing. The quality of racing in this year's 500 was second to none and was really entertaining. The only thing that may have been better in this year's race was if it had finished under green flag conditions. If it had

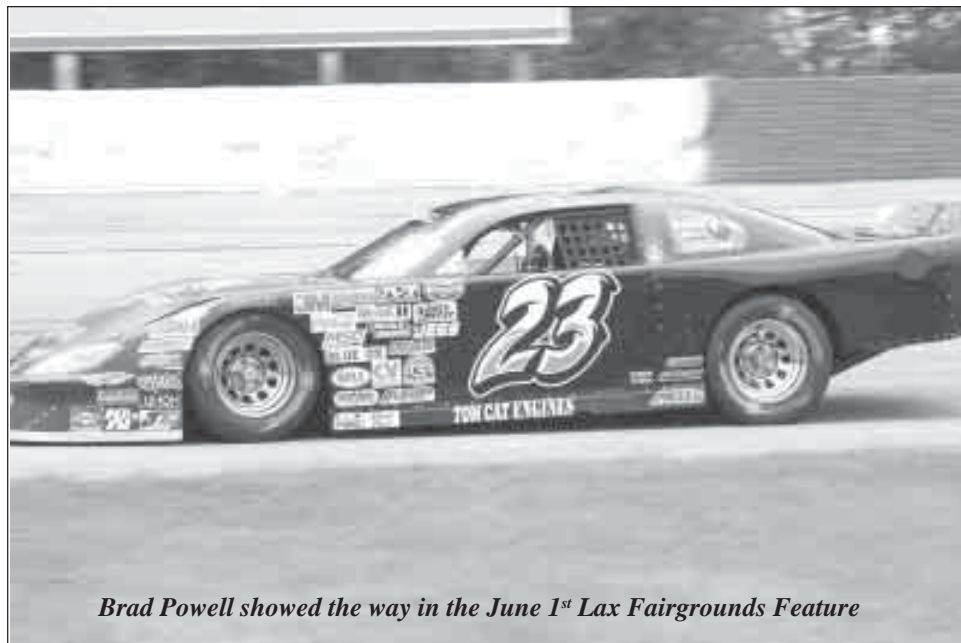
there may have been 6 or more drivers battling for the win with just a few laps left. As it turned out the race did end under yellow but not too many folks were displeased with that result as Tony Kaanan who has tried to win this race for many years was the happy recipient of the yellow flag having taken the lead just moments before it was waved. His win was popular in the same way Dale Earnhardt Sr.'s. was after winning the Daytona 500 in his 20th try and that just made for a good feeling for everyone.

In our observance the Indy type cars look better than they ever have and more American drivers are involved which is a big plus.. I still believe their involvement in this type of racing is key to increased fan following as people in the States want to follow someone from where they live. Nothing against the foreigners, they have plenty of talent, but there is something to be said for the driver from here "Doing good".

Marketing wise it looks like Indy car is getting with the program as well as the race cars were very creatively dressed out with easy to identify sponsorship. All in all, it looks like this type of racing is well on the way back to reaching the popularity it enjoyed years ago and that can only be good for American racing.

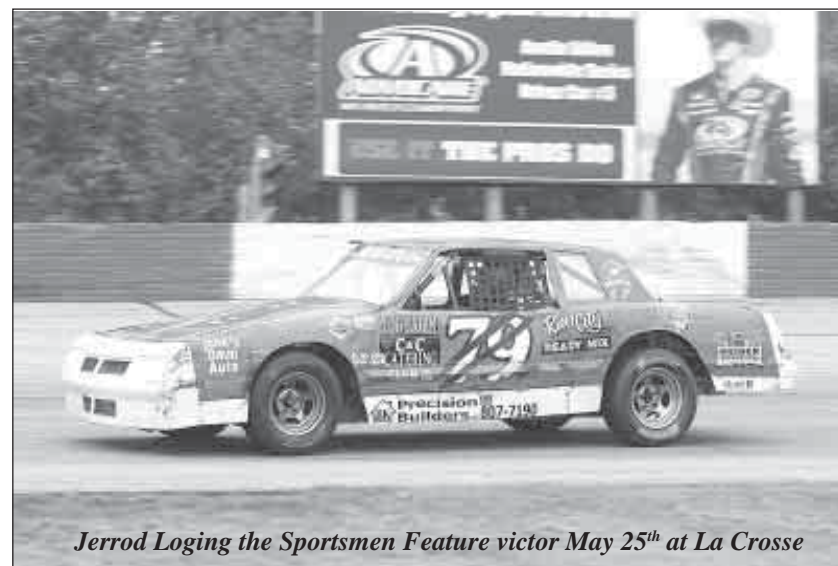
Here and there...Brad Powell showed he put all the pieces of his race car that was wrecked a month or so ago back in the right place as he dominated NASCAR Late Model Feature action at La Crosse Fairgrounds Speedway here June 1. Powell got out front halfway through the 25 lap main and cruised to the win. Steve Carlson who is rapidly expanding his season point's lead took second with

Mike Koenke, Brent Kirchner, J. Herbst, Todd Korish, Adam Degenhardt, Mike Carlson, Jerimy Wagner and Cole Howland following... Matt Inglett is taking a shot at NASCAR Late Model racing after moving through the La Crosse Fairgrounds divisional ranks. He's going through the normal growing pains but is having fun doing it. "Racing a Late Model is like night and day compared to Sportsman, it sure is fun though. Right now I have probably just a mediocre set up in the car but once I get used to it I'm going to change springs and the stabilizer bar and see what we can do." Inglett finished 16th in the June 1st Feature...With so few Outlawz cars competing Lax Fairgrounds had a "run what ya brung" race which featured Thunderstox, Sportsman type and NASCAR Late Model cars. Jerrod Logging in his Sportsman took that win...You wanna race get out and dry the track! With a shower moving through the area it was touch and go for getting the June 1 show in at Lax Fairgrounds with track drying efforts slow at best. The ones best equipped to do it, the Late Model group, are always the last,



Brad Powell showed the way in the June 1st Lax Fairgrounds Feature

if they go out at all to help it seems. J. Herbst was the first of that group to help with the effort making 5-10 laps before the rest of the bunch finally decided they better too...Interesting to note that La Crosse Fairgrounds Speedway is allowing NASCAR Late Model drivers to come out multiple times to qualify. It reminds me a bit of the old days when drivers had no limitations as to how many



Jerrod Logging the Sportsmen Feature victor May 25th at La Crosse

time trial laps they could take. It was kind of neat as one driver would come out and set fast time which prompted another fast on the day to try and better it. This could go on for 45 minutes and sometimes track records would be set. Of course with two minutes left in qualifying Dick Trickle would pull in and set the fast time standard nullifying everyone's gallant efforts! From feast to famine. That could describe the two week period racing at La Crosse Fairgrounds for Ty Majeski. After winning the NASCAR Late Model Feature there May 18th, Majeski didn't even get a chance to compete in the May 25th one smacking the wall in hot laps prior to time trials which ended his night... We failed to mention the stellar run by Jeff Storm in the 125 lap Feature in the ARCA Midwest Tour event at State Park Speedway here a couple weeks ago. After nearly going a lap down, Storm who has been a loyal follower of the Tour hung in there and placed a well deserved 4th at the finish...To further verify the sluggish start to spring and summer during the ARCA Tour race at State Park we spotted snow on Rib Mountain which rises above State Park Speedway to the South. Supposedly a

Dale's Picture from the past



The "Hot Dog" sponsored by the Burger family, A&W in 1973. Dick Trickle won 47 Features racing a Ford Mustang during the year.

continued on page 10

Going in Circles



Charlie Spry

We are finally getting some nice weather here in southern Wisconsin, and the Columbus 151 Speedway has been able to get a couple of shows in since I last wrote.

Late model rookie John Beale looks to learn the ropes in this new division, as he moves up from the four cylinder Bandit division. It is quite a step up to be sure, but he has shown a lot of driving talent, and I think he will do quite well. "It's a lot different, that's for sure," stated Beale. "With the Bandit, you could just throw it into the corner on the outside and go by people. In the late model you would think I would stick to the inside groove, but I'm actually more comfortable on the outside. I'm not worried about passing anyone, just trying to stay out of trouble and do what I can do."

Hobby stock racer Jay Bergin is chasing gremlins in his car, and not the American Motors kind. "It runs just fine at home, but I get it here at the track and it just cuts out on me when I need it to get going. It's getting real frustrating; you just keep trying different things and hope you find it. Last year I had an old junkyard motor in it and it ran just fine, now I've got a fresh motor and I have had nothing but trouble. We will keep at it until we get it."

Street stock racer Terry Wangsness was present on opening day. "I won my very first feature here," said Terry. "I ran in front of Chico Riedner, and kept moving up in the groove just enough so that he couldn't get in his groove. I won, and afterward, he came up to me and said, "You really wanted to win that, didn't you?" I said, "Of course." He just smiled, shook my hand, and said, "Way to go, good job." Terry won the feature on this day as well, and didn't have to push anyone up out of the groove, as he is a very clean racer.

I have to tell a story that Late model veteran Jerry Eckhardt told. "I was in the pits on race night, and was waiting for time trials to begin, just sitting there, and a young driver came up to me and asked, "Why don't you go out to practice?" to which Jerry replied, "I've been racing since the early 1960's... Do you really think I NEED to?" Truth be told, Jerry could probably race blindfolded at Columbus, Slinger and Jefferson, and still beat the pants off most of the others!

The regular Friday opener at Columbus saw Tiffany Desjarlais take the popular win in the street stock feature. Some pretty good competition behind her throughout had nothing for her, as she won her first career in this division. She joins Bobbi Bishofberger and Jeni Westgaard as the only female feature winners in this division. She was pulling double duty, as she raced a late model as well on

this night. There has never been a female feature winner in the late model class here....Could she be the first?

We also took in the regular Thursday season opener at the State Park Speedway near Wausau. It was a very cold night out there, and they ran without an intermission, which was appreciated by all.

Todd Handrick is racing in the newly formed limited late model class this year. When asked the lineage of his car, he said, "It was built back in 1980, by Lefthander, probably before they were known as Lefthander. It was raced by John Paszek, and a bunch of other people owned it as well who never raced it." It is nice to see older cars being brought back out on the track, and Todd ran really well with it tonight, leading most of the feature. The race itself was a caution plagued affair, with the end result of all the fracas being Jeff Nowak taking the win after officials had had enough and called the race complete after a final caution with two or three laps to go. This is called being in the right place at the right time, and Mr. Nowak definitely was. Nice job by newby Jeff Spatz, who may have been the only car not to sustain any damage!

Scott Hoeft made the long haul up from Watertown to race in the Mini-mod class. A regular at the Rockford Speedway, Scott has been fighting with fuel starvation problems recently, but thinks he finally found the culprit, changing several things at one time to try to solve the issue. Fuel pump and fuel filter were the order tonight, and the car seemed to run great, netting a fifth place feature finish for him. Brad Conant is absolutely dominant this year here, recording a clean sweep in a full field of cars.

Jeremy Lepak took the super late model feature win, passing up M.G. Gajewski for the lead and win. Mark Mackesy slowly picked away at passing cars one by one, and made it up as far as second, where he finished. It is always fun to watch him, as he is methodical in his approach.

Burton Brown has a neat looking car this year, painted gold and black in tribute to Smokey Yunick. He even has a picture in the back window of the car of himself standing with Yunick in front of his shop. The one thing that won't happen, however, is the running of Yunick's number, thirteen. Burton plans to stick to his usual number 07!

Mariah Gajewski scored a clean sweep in the mini-stock division, with Josh Opper making a strong run to finish second. Karl Genett won the pure stock feature over Nick Erickson Jr. and Travis Volm. Seems like some of the former Tomahawk area pavement racers switched to dirt, and now back to pavement, as Steve Brown and C.J. Hedges Jr. are back racing paved tracks again.

Took in the weekly show at the Rockford Speedway this past Saturday. Steve Rubeck won the feature by doing something few people have been able to do this year, finish ahead of Alex Papini.

In my "99 Chronicles" where I report each time on how both number 99 cars fared in the sportsman division, Johnny Robinson stated before the races, "We put the spring setup in the car that we used in the hobby stock back in '03 at Jefferson. We are trying some things for racing at Columbus. The car really isn't too bad with this setup." Johnny made the fast dash, where he finished second, then won his heat, and finished seventh in the feature. His number "99" counterpart, Justin Sellers noted after the races, "We had a coil go bad in time trials, and that is why I timed so bad, We're hoping to time in much faster next week and run up front in the feature." Justin also won his heat, and finished sixth in the feature.

Brett McCoy was the dominant factor in the sportsman division tonight, setting fast time, winning the dash, placing a close second in his heat, and winning the feature. That is as close to a clean sweep as you can get without actually getting it.



Jimmy Ambruoso photo

Super late model racer Jesse Haase was present again, but isn't sure how much longer he will race, stating, "I was ready to call it quits last year, but then we won the Lodi (Wayne Lodholz) race, and were having fun. I'm looking at running this year, and then my son is getting to the age where he can do it, I'd like to convert it to a limited late model and have him start out the way I did. I learned so much racing at different tracks that way when I started out."

*Going In Circles
continued on page 10*



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Racing Observations continued from page 7

contest in the area is ongoing to determine when the snow disappears. I'll go with June 7th for no particular reason. Can someone tell me if I won? Next up for the ARCA Tour is a return to Dells Raceway Park, Wis. Dells, WI., for an event June 8th...

Still working on my Glacial cooling theory book as temps are way below normal and rain just keeps on coming. When done hopefully I can sell enough to finance my racing escapades. And about Al Gore...

Looking back on August 19th, 1961 it was Dick Trickle winning the Feature at the Black River Falls Speedway of Black River Falls, WI. Trickle beat Morrie Piotrowski, Vic Kopacz, Jere O'Day and Jack Smith for the win..."It's like jet fighters in a gymnasium" That was Dick Trickle one year describing the racing at the Anderson, IN., Speedway...

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



Jimmy Ambruoso photo

Going In Circles continued from page 8

Daryl Gerke makes the long trip down from his home near Appleton, WI., to race here. In talking to his Dad, Brad, he noted that the cost of gas is the big issue, as it just seems to keep going up in price, making the long haul more difficult as time goes on. They field an absolutely beautiful car in this division, and take pride in keeping it looking that way.

The Roadrunner challenge race this week was simply a smokey burnout contest. Terry Van Hise won the event by utilizing a rolling burnout, with Raymond Hardesty adding a little fun as he did his, throwing his steering wheel out the window, and nearly running it over as he let the tires spin. Jason Van Hise put out quite a display of spinning donuts while smoking the hides. No mosquitoes were present during or after this event! Dennis Smith Jr. won the regular Roadrunner feature.

Jason Bragg took the American Short Tracker feature win, with a pack of six cars doing battle at one time. Nick Cina Jr. looked to take the win away, but Bragg had none of it. very good racing amongst the whole field.

Adam Cartwright closed the show with a win in the figure eight, which rarely runs on Saturdays, with the complete show being finished before ten o'clock, giving everyone time to visit after, in what was the first actual pleasant race night, weather-wise.



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The 2012 version of The Masters at Cedar Lake Speedway once again featured the Open-Competition Late Models as the top bill on the card, and once again showcased the USMTS Modifieds. The USMTS Mods have brought the show to another level, and the combination seems to be working well. Last year, several local drivers participated in the Mod portion of the show, giving local fans an opportunity to cheer on the hometown team against the travelers. Guys like Dave Cain, Joey Jensen and Brent Larson all picked up top-five finishes over the course of the weekend.

For the 2013 event, the Late Models will once again be part of the DIRTcar Summer Nationals "Hell Tour". The USMTS Modified drivers are racing for valuable points in the Casey's Cup, and the prestige of having their name added to the list of Masters winners. As was the case in past years, The Masters is the first weekend show of the infamous "Hell Tour".

Past Masters Late Model Winners

1999 - Wendell Wallace
2000 - Rick Aukland
2001 - Scott Bloomquist
2002 - Rick Eckert
2003 - Wendell Wallace
2004 - Earl Pearson, Jr.
2005 - Don O'Neal
2005 - Donnie Moran
2006 - Earl Pearson, Jr.
2007 - Jimmy Mars
2007 - Scott Bloomquist
2008 - Jimmy Mars
2008 - Brady Smith
2009 - Jimmy Mars
2009 - Jimmy Mars
2010 - Billy Moyer
2010 - Brian Birkhofer
2011 - Scott James
2012 - Billy Moyer Jr.

Past Masters Sprint Car Winners

2005 - Wayne Johnson
2005 - Scotty Neitzel
2006 - Travis Whitney
2007 - Travis Whitney
2007 - Travis Whitney
2008 - Scott Winters
2008 - Scott Winters
2009 - Scott Winters
2009 - Scott Winters
2010 - Brooke Tatnell
2010 - Scott Beitzer

Past Masters UMSTS Modified Winners

2011 - Ryan Gustin
2012 - Rodney Sanders & Ryan Gustin

Bruce Nuttleman photo



Bruce Nuttleman photo

2013 Masters Preview



Stan Meissner photo



Top photo; Great weather and large car counts greeted the fans for the 2012 Masters.

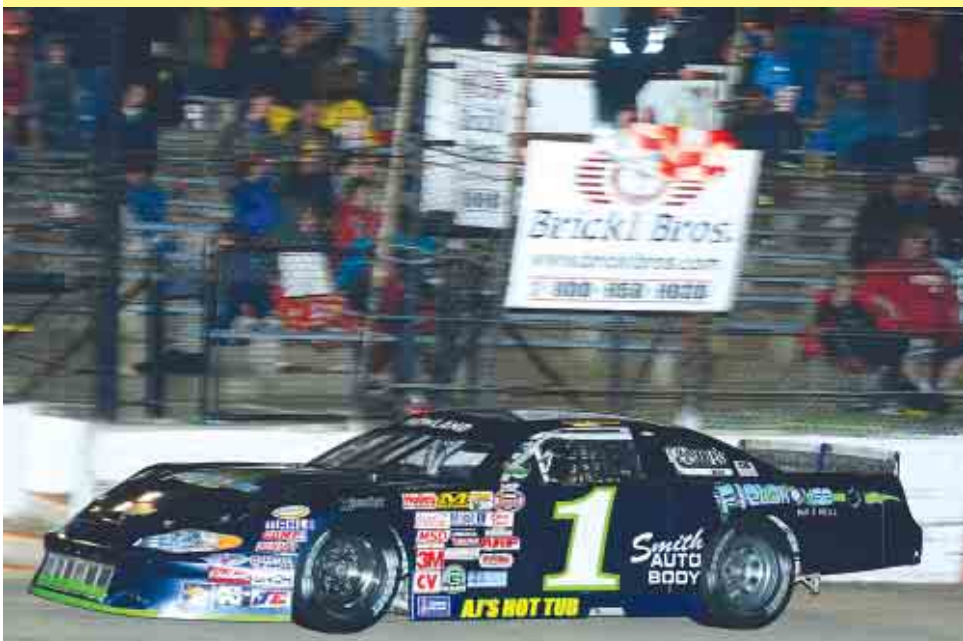
Photo above; Ryan Gustin picked up one of the two USMTS main events in 2012. Left photo; This is the view most of the Late Model competitors had of Billy Moyer Jr. in 2012. Right photo; The Real Deal Don O'Neil shows his softer side in the pits.

Bruce Nuttleman photo



THE MIDWEST RACING CONNECTION

Photo Gallery



Cole Howland won the Late Model feature at Lacrosse
Bruce Nuttleman photo



Katrina Sautbine won the Traditional Sprint main at St. Croix Valley
Stan Meissner photo



Darrell Nelson won the Modified main event at Cedar Lake Speedway
Stan Meissner photo



Matt Goede and Donny Reuvers both won on double feature night at Elko
Martin DeFries photo



James Wenzel picked up the Legends win at Raceway Park
Martin DeFries photo



Steve Rubek picked up the Rockford Late Model win
Jimmy Ambruoso photo

THE MIDWEST RACING CONNECTION

Photo Gallery



Chris "Cruiser" Marek in victory lane at Elko
Martin DeFries photo



Mike Loomis was the Pro Stock winner at Cedar Lake Speedway
Stan Meissner photo



Jerrod Logging picked up another Sportsmen win at LaCrosse
Bruce Nuttleman photo



Raceway Park Short Tracker winner Justin Schelitzke
Martin DeFries photo



Jason Bragg picked up his first Short Track win in two years at Rockford
Jimmy Ambruoso photo



Conrad Jorgenson picked up his first win of the year at Elko
Martin DeFries photo



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Frank Kimmel wins Akona 250 at Elko Speedway

Frank Kimmel dominated the last 50 laps of the ARCA Racing Series presented by Menards race Saturday and won the Akona 250 at Elko Speedway.

Kimmel became the first two-time winner of the season and moved within one victory of Iggy Katona's all-time series record of 79 career wins with the victory in the No. 44 Ansell-Menards Toyota.

"Feels great," Kimmel said. "I love this place."

Kimmel added Elko Speedway to his growing list of tracks that he has won at by taking the lead on lap 200 and staying out front the rest of the way. He had a comfortable lead for most of the rest of the race after restarting second behind Kyle Benjamin after a caution. Kimmel and several other cars pitted for fresh tires while Benjamin did not. Within a few laps of the restart, Kimmel slipped past Benjamin and built his lead.

"Jeriod (Prince) made a great call," Kimmel said of his crew chief. "We came in and put on two tires there at the end. We went with four tires early and the car ran well. After getting two tires, it took six or seven laps, but after that our car was really good."

He passed Benjamin eight laps after the restart and set sail for victory lane in front of a large crowd at Elko Speedway. The Akona 250 presented by Federated Auto Parts was the second race at Elko for the ARCA Racing Series.

"The race was won on that restart," said runner-up Tom Hessert. "We definitely had something for him, but we needed a caution or something to bunch of the field. I'm happy with second, but then again I'm disappointed. It's bittersweet. When you finish second, you always think maybe you could have finished first."

Cunningham Motorsports finished second and third. Hessert was second in his Barbera's Autoland Dodge while teammate Jonathan Eilen, a native of nearby Hampton,

Minn., was third in his Cunningham Motorsports Dodge.

Venturini Motorsports driver Justin Boston finished fourth in the ZLOOP Computer & Electronics Recycling Toyota while pole winner Ken Schrader was fifth in his No. 52 Federated Auto Parts Chevrolet. Josh Williams was sixth in the Roulo Brothers Racing Ford.

Benjamin, Spencer Gallagher, Mason Mingus and Thomas Praytor rounded out the top 10. Praytor was the first car not on the lead lap, finishing two laps down. It was his first top 10 finish of the season.

Benjamin, in the Venturini Motorsports Chevrolet, started third but was caught up in two early spins that sent him to near the back of the pack. He

raced his way to the front and was leading when the last of eight cautions came out. He led a total of 11 laps.

"If that last caution hadn't come out, I think I would have won the race," he said. "The car I had was phenomenal."

Boston ran in the top five for a long period of the race and led for 17 laps.

"We had a great car," Boston said. "We were really good when we took two tires, but that last set, when we took four, we just didn't have it. It was a good finish for us. I'm proud of our guys for preparing this car."

Williams, from Port Charlotte, Fla., normally drives the No. 02 car, but didn't have plans to come to Elko with that car. Instead, he started in the No. 17 Roulo Brothers Ford, qualified fourth and finished sixth. Unofficially, he leaves Elko No. 4 in the championship point standings.

"I had a great car, the best car I've ever driven," Williams said. "The Roulo Brothers really know how to prepare a race car and are phenomenal in this series. I had a great time out there. The car was so good."

Kimmel led 93 laps in all, Schrader 75 and Hessert 54.

Kimmel widened his point lead with the victory. He's trying to win his 10th season series championship and is off to a great start in the first quarter of the year with two victories and six top 10 finishes.

"I feel very fortunate," Kimmel said after the race. "This ThorSport Racing team was

Martin DeFries photo



Martin DeFries photo



Martin DeFries photo

awesome tonight. They worked really hard this weekend."

Kimmel said he is well aware that he is now just one win shy of Katona's all-time mark. "It's only one more, but you never know when you are going to get another one."



Martin DeFries photo

Thiel Gets Up On Wheel, Wins Tabor Memorial

By Greg Parent

With an extremely strong field of 27 Upper Midwest Sprintcar Series (UMSS) winged sprints on hand, Scotty Thiel of Sheboygan, Wisconsin battled race leader Jason Tostenson for a good share of the 20 lap feature race. It wasn't until lap 18 that Thiel was able to make the winning pass in turn one to take home top honors at the 2nd Annual Davey Tabor Memorial at the St. Croix Valley Raceway on Friday night May 24. The win paid Thiel \$1,034, as many of the top ten finishing positions pay ended with the number "34" in honor and memory of the Tabor Motorsports entry. The Tabor family along with GRP Motorsports added extra money to the purse making the total feature race payout \$6,634. It was Thiel's fifth career UMSS feature win.

The largest field of UMSS winged sprints ever to assemble at the St. Croix Valley Raceway, and one of the larger turnouts in UMSS history, helped set the stage for a busy evening of racing. Sunny skies during the afternoon gave way to cloudy conditions with the threat of rain coming in from the west later on in the evening. On this night, the weather would cooperate allowing the UMSS to complete their first show of the 2013 season. The usual double round of qualifying races was in effect with three heats and two challenge races on tap before the feature event. The feature race was initially scheduled for 25 laps, but with rainy weather heading towards the track, it was decided to reduce the distance to 20 laps prior to the start of the race.

Heat race winners included 2009 UMSS Champion Leigh

Thomas, Thiel, and Tony Norem. Jennifer Eriksen was taken to the hospital for observation following a hard crash into the turn one large tractor tires protecting the beginning of the concrete wall at the opening to the pit exit. Challenge Race wins went to brother-in-laws Jerry Richert Jr. and Brooke Tatnell.

Following the two rounds of qualifiers, Tatnell was the high point driver. Tatnell drew the number six pill, inverting the first three rows. This put Rick Kobs, in just his second season behind the wheel of a sprint car, and Jason Tostenson on the front row. A few moments after the parade laps had been completed, Kobs' car suddenly came to a halt on the back stretch and was pushed into the infield with possible ignition issues. Chris Graf moved up to the pole position, putting a couple of Glencoe, Minnesota drivers up front. Tostenson grabbed a slim advantage over Graf to lead the opening lap. Tatnell's night was done early, as the Nelson Motorsports entry slowed entering turn three and coasted off the track with just one lap completed. The field was slowed under caution.

On the restart, Tostenson maintained his lead over Graf. Thiel moved from third to second on lap 3. One lap later, Lee Grosz stalled in turn 4 after what appeared to be contact with Thiel in turn 2. Grosz was pushed to the infield and done for the night. Again Tostenson was able to maintain a slim lead when the race went green, as Thiel looked for a way to get past. The third caution waved with eight laps in when Davey Heskin spun in turn 4. Thiel tried

on a couple of occasions to duck underneath Tostenson in turns 1-2 during the next several laps, but Tostenson held off each attempt. The final yellow blinked on with 16 laps scored when 2010 UMSS Champion Cody Hahn spun in turn 4. This set the stage for a four lap dash to the checkers.

Tostenson was under serious pressure from Thiel on the restart, and two laps later he succumbed to that pressure when Thiel dove low in turn one and Tostenson bobbed just slightly up top, allowing Thiel to slide up in front of him by a few car lengths. Thiel went on to record the victory, his second win at St. Croix Valley Raceway, having won at the 1/4 mile bullring last August. Tostenson, who was looking for his first-ever UMSS win, had to settle for second ahead of Graf, Kurt Davis from 10th, and Tony Norem from 12th. Rounding out the top ten finishers were 2011 & 2012 UMSS Champion Jerry Richert Jr, Cam Schafer, Neil Matuska racing for the first time with the UMSS, Jared Goerges, and Davey Heskin. Sixteen of the twenty starters were still racing at the conclusion of the event with all cars on the lead lap.

It ended up being an entertaining and memorable evening of racing. A nice tribute for Davey Tabor, written by his wife Margaret, was read by track announcer Terry Lehnertz during the intermission. Also of interest was a first in UMSS history, as female driver Katrina Sautbine won the non-winged Traditional sprint car feature race.

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Schott, Redetzke and Balog Bag Triple Crown Wins At CLS

By Greg Parent

Photos by Vince Peterson

Despite cold, windy weather with rain showers scattered throughout the area, the 2nd Annual Triple Crown event was held at the Cedar Lake Speedway on June 1. The weather felt more like April 1, but a solid field of cars was on hand in each division. In only his second appearance at CLS, young 16 year old Lucas Schott from Chatfield, Minnesota drove to an impressive victory in the \$5,000 to win NASCAR Modified 40 lap feature. Schott had to hold off Rodney Sanders from Happy, Texas on the final lap to win by less than a car length at the checkers. Jake Redetzke led the first 16 laps in the NASCAR Late Model main event, lost the lead to John Kaanta in lapped traffic, then regained the top spot on lap 22 and went on to take his third career CLS victory in the 40 lap nonstop \$3,000 to win feature race. The final event of the evening saw five- time IRA sprint car champion Billy Balog lap up through the sixth place finisher in their 30 lap \$3,000 to win feature which was only slowed once under caution.

Amazingly almost no rain fell at the track all day long, but the sunny skies from the morning turned grey and overcast during the afternoon hours. Rain fell in many places around the track, but CLS stayed dry for the most part and they hung in there to present what turned out to be a very good night of racing. Coming off an extremely rough track the week before, the CLS track crew worked hard all week long to firm up the new clay despite less than desirable weather. It paid off, as there were only a total of four cautions combined amongst all three divisions in 110 feature race laps.

The 27 car NASCAR Modified field was filled with talent. Cory Mahder, Lucas Schott and Jeremy Houle top the heats while Ross Prochnow won the B Main. Schott and Joey Jensen brought the 24 car starting field to Jeff Stacken's green flag, and it was Schott grabbing the lead from the get-go. The race was slowed three times under caution in the first 19 laps, but Schott was able to race to the lead on each restart. During the final 21 lap green flag run to the checkers, 13th starter Rodney Sanders continued his march towards the front. Sanders got by Jensen on lap 26 to run third behind Thatcher. It took Sanders until lap 37 before he got by Craig Thatcher for second. Sanders closed in on Schott, and the race for the lead got real interesting on the final lap in lapped traffic. Sanders came up a little

short at the checkers and had to settle for second. Thatcher, Jensen and Cory Mahder completed the top five. Rounding out the top ten were Brandon Jensen, 14th starter Ashley Anderson, 20th starter Darrell Nelson, 24th starter Scott Splittstoesser, and Brent Larson. Nineteen of the 24 starters were still running at the finish with 15 cars on the lead lap.

A strong 26 car NASCAR Late Model gathering saw John Kaanta, Jake Redetzke and Eric Pember take heat race wins with Chris Olson taking the B Main. Kaanta and Redetzke lined up on the front row of the 40 lap feature. Redetzke roared ahead to the early lead with Kaanta, Pember and Darrell Nelson close behind. While working lapped traffic, Kaanta was able to move past Redetzke and into the lead on lap 17. Still in traffic, Redetzke got back by Kaanta on lap 22 and led the remainder of the distance. Nelson passed Kaanta for second one lap later. Finishing behind Redetzke in the nonstop feature race was Nelson, Kaanta, Chad Mahder, and Eric Pember in the top five. In sixth through tenth was Tim Isenberg from 12th, Pat Doar, Brent Larson, Steve Laursen, and A. J. Diemel driving a team car for Chris Olson. Just like the mods, nineteen of the 24 starters finished the late model main event. Thirteen cars finished on the lead lap.

Concluding the Triple Crown features was the IRA 410 Outlaw Sprint Car 30 lap finale. Heat race wins for the 25 cars on hand went to Scotty Neitzel, Travis Whitney and Billy Balog. "Wild" Bill Wirth topped the B Main. The IRA sprints did not run time trials, electing instead to use passing

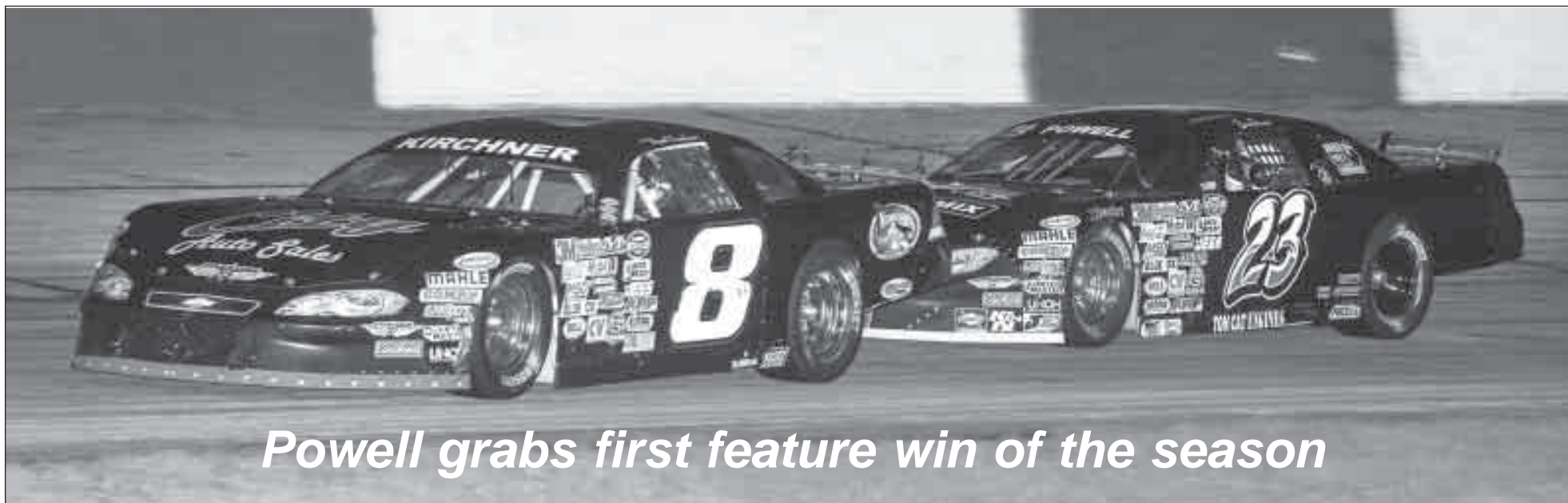
and finishing points in the heats similar to the modifieds and late models. High point driver Balog redrew the #3 pill, putting Whitney and Neitzel on the front row. Neitzel nabbed the early lead over Balog, as Whitney spun his tires a bit on the start and slipped back to third. On lap 3, Balog blasted by Neitzel for the lead exiting turn two and would go on to dominate the remaining 27 laps. The lone caution blinked on with five laps scored, and the race then ran clean and green to the checkers after that. Balog lapped up through the sixth place finisher, as he could put his potent #17B anywhere he wanted to on the track. Jim Moughan Jr. eventually got by Whitney for second past the halfway mark and held the spot to the finish. Whitney rode home in third ahead of Neitzel and current IRA



point leader Jeremy Schultz. Russell Borland, Nick Alden, Ryan Wilson, Lance Fassbender and Kris Spitz completed the top ten finishers. Only one car dropped out of the feature, as 21 cars were still running at the end. Twelve cars were one lap down while four cars were two laps down to the leader in the fast-paced feature race.

A special thanks to Joe Stariha at Como Oil and Propane for adding \$2,000 to the top spot in the NASCAR Modified feature and for paying the temporary NASCAR license fee for those drivers in the modified and late model divisions who were not NASCAR licensed drivers. A special \$150 IRA Tow Award was presented to IRA sprint car driver Dave Uttech from GRP Motorsports.





By Ashley Iwanski
Bruce Nuttleman photos

Nothing was going to stop Brad Powell from walking away with a Kwik Trip NASCAR Late Model feature Saturday night at La Crosse Fairgrounds Speedway. Not rain. Not even some of the best drivers in the division. A caution seemed to help him with the task.

Brent Kirchner was leading the race at the halfway point when a caution was brought out after Bill Niles and last weeks feature winner Cole Howland spun in the middle of turns 3 and 4. Powell had just taken second and was starting to work on the leader when the yellow flag brought the field together for a double-file restart. Powell moved up to take the green flag on the outside of Kirchner while Steve Carlson and J. Herbst filled out the second row. When the green waved Kirchner took the point and Carlson got a jump on Powell for the second. Powell wasn't going to give up though, and charged back. Powell flew past Carlson and then Kirchner on the outside for the lead. Carlson followed Powell around Kirchner for second. From there the two leaders pulled away as a battle for third raged on. Kirchner was stuck defending the position from J. Herbst and fast-time qualifier Mike Koenke, who was back for the first time this season. The three cars were shuffling back and forth trying to gain an edge. After a few laps Koenke was able to get out from behind the back bumper

of Kirchner to lock down the third spots. Kirchner finished fourth and Herbst fifth.

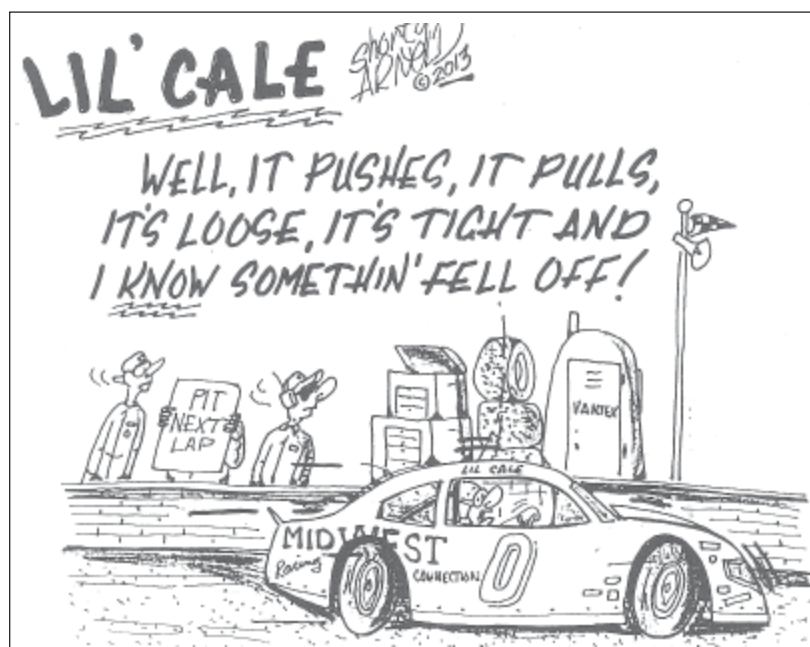
Rain delayed the program halfway through the schedule. But it was worth the wait for the fans that saw an exciting end to the night.

It all came down to the last lap for Greg Scheck in the Exhaust Plus Sportsmen feature. The division ended the night of racing with a one lap shootout. Greg Scheck had taken the lead from Jason Dummer just laps earlier and was poised to take the checkered flag when a caution came out for a car that spun on the front stretch. On the restart Scheck was side by side with Dummer and was followed closely by Jake Arneson. Scheck jumped to the lead while Arneson slipped past Dummer for second. Dummer was able to hold out for third. Jimmy Gilster and Bill Martin finished fourth and fifth, respectively.

Josh Inglett grabbed feature and heat race wins in the United Auto Supply Thunderstox division. Inglett held off the hard-charging Moore brothers, Andy and Adam, to capture the checkered flag in the feature race. Inglett was able to pull away from the duo at the halfway point, leaving them in a three-way battle for second with Jordan Myers.

Andy, Adam and Myers were pushing and shoving each other around for seven laps. Andy Moore was able to stay in the second spot, Adam Moore finished third and Jordan Myers walked away with fourth. JR Tourtellott rounded out the top 5.

Jerrod Loging fought his way from the back of the field and through lap traffic to win the Volden Construction Outlawz feature. Tom Luethe passed two cars in turn 4 to take the second spot.



SECOND TO NONE, RUBECK RETURNS TO VICTORY LANE!

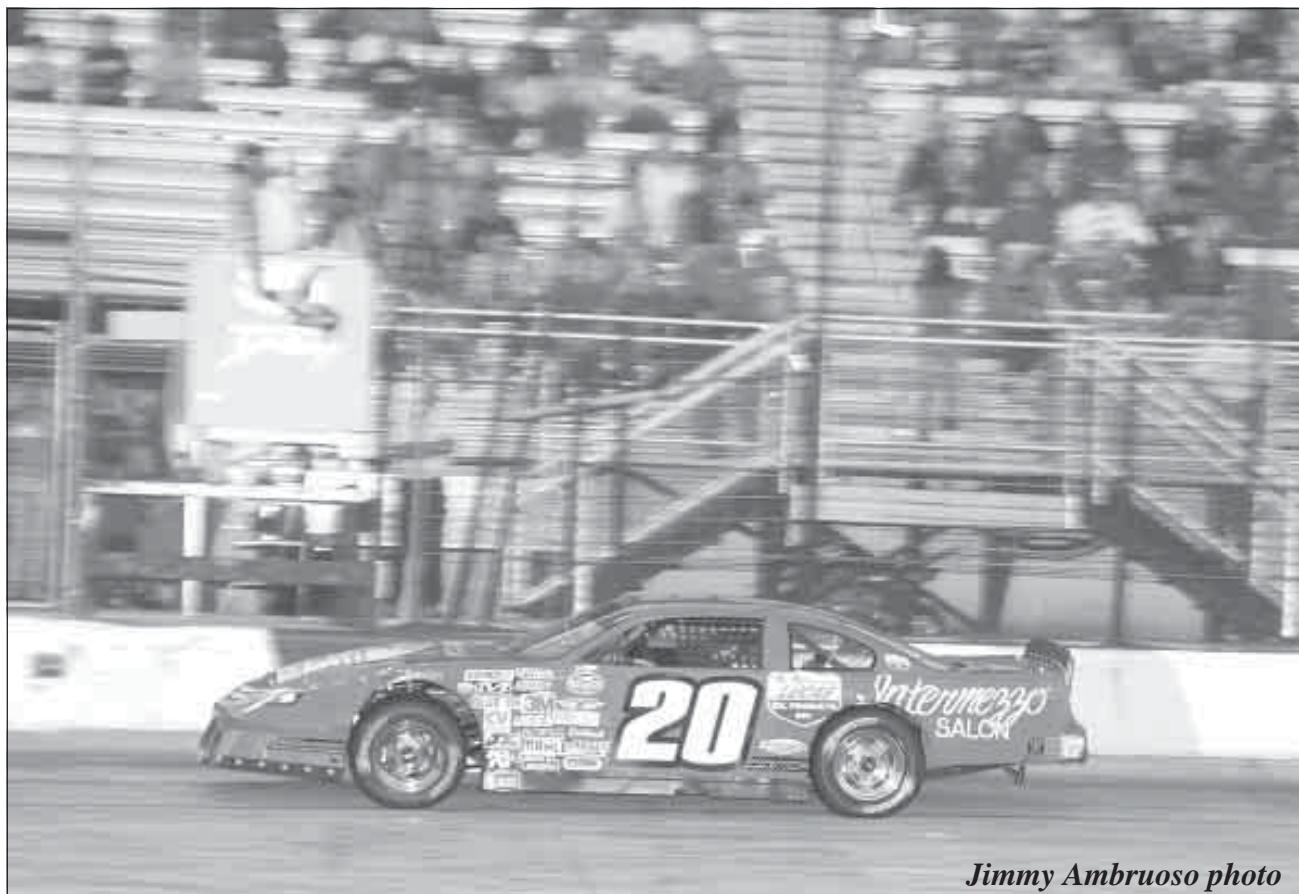
By Eric Huenefeld

With two second place finishes and two third place finishes early this 2013 racing season, it was merely a matter of time before Steve Rubeck found victory lane at the Rockford Speedway. That time came Saturday night.

Rubeck, capitalizing on a front row starting spot, raced to the lead on lap two and held off point's leader Alex Papini for the win on Metro Medical Car Load Night at the Rockford Speedway.

As the field began the 30 lap feature event, Rubeck would battle with Mitch Garfield for the top spot. Rubeck, from the inside pole, would move past Garfield and escape to the lead. Behind him, the battle was on for second place, as Garfield felt pressure from both Papini and 'Driver X' Jon Reynolds Jr. Reynolds would be the first to pass Garfield, with Papini finally sliding by a few laps later. As Rubeck got away, Papini and Reynolds began to race hard for the runner up position.

Papini would nab fifth on the fifth circuit, and began to set his sights on Rubeck's race lead. Meanwhile, Reynolds would soon be under siege from defending track champion Jerry Gille. Reynolds and Gille would swap third for nearly



Jimmy Ambruoso photo



Jimmy Ambruoso photo

half of the feature, with Reynolds finally clearing Gille for the spot in the last five laps. Ahead of the third place battle, Papini would slowly climb closer to Rubeck's back bumper. Papini, seeking his fifth feature win, would get close to Rubeck, but never close enough to mount a serious challenge. Rubeck held on for the win, ahead of Papini, who has been a top three finisher each night out. Reynolds came home third, with Jerry Gille fourth ahead of his nephew Jake Gille, who finished fifth.

As has been the case all year long, the Miller Lite American Short Trackers yet again contested a wild and unpredictable feature. This time, multi-time feature winner and point's leader Nick Cina Jr would come up just short of a fourth feature win of the year. Cina would follow Jason Bragg across the line on this night.

Bragg, a winner for the first time in two years in the division, held off Cina, who climbed from his tenth starting spot. The race, a caution free 25 lapper, saw Keith Pierce rocket to the early lead. Pierce was challenged by Bragg on lap 8, and for the next ten plus laps, Bragg searched for the right time and place to make the move on Pierce.

As the two toiled for the lead, Cina and the rest of the field closed in. Cina climbed to second with three to go, while

sixth starting spot to the top of the field by the race's midway point, and would then stay ahead of two time feature winner Matt Lundberg and Daryl Gerke to take the win. Doug Bennett made a late charge following a mid-race yellow to take fourth, followed by Kyle Lapier in fifth. Lapier took the top five in his first ever Sportsman feature race.

Dennis Smith Jr made a long week of hard work pay off in the Rockstar Energy Drink Roadrunner division, climbing from 20th starting spot to the front of the field in the division's hotly-contested 20 lap main event. Smith would advance to the top spot with five laps to go, and would be the fifth driver

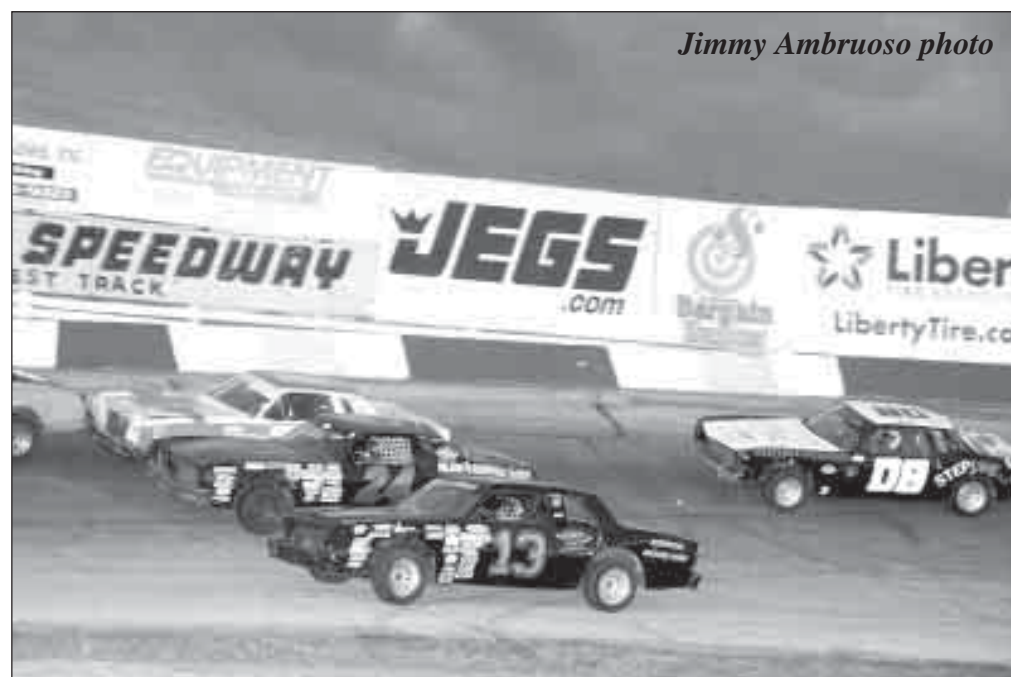
Kyle Lapier moved past Pierce for third with two laps to go. Bragg would hold off Cina by a car length, with Lapier third ahead of Pierce.

In the Bargain Hunter Sportsman division, it was Brett McCoy's night to shine. McCoy was the evening's fast qualifier as well as the Fast Dash winner. A second place in his heat was all that stood between McCoy and a clean sweep, as the Belvidere native stormed to his second win of the season. McCoy would move from his

to hold the race lead. Smith worked past Jeff Allendorf for the lead in the races final paces. Terrance Robinson made another long haul through the field, finishing the race in second spot after starting in 21st position. Arlyn Roush came home in third, while also advancing from deep in the field after starting 22nd. Allendorf would come across the line in second, but fail post-race inspection.

Adam Cartwright started his season two-for-two in the Figure 8's, "flat-footing" his way to the win. Cartwright was followed across the line by Joey Thomas, who was also disqualified in post-race inspection, handing second spot to Jim Daugherty.

Terry Van Hise was the winner of the Sam's Drive In Roadrunner Challenge, topping a field of nine cars in the Smokey Burnout Contest.



Jimmy Ambruoso photo

Zehr picks up fifth TUNDRA win in ten starts in Round One at Golden Sands

The TUNDRA Super Late Model Series began a new era in a familiar way Monday afternoon at Golden Sands Speedway - with Dalton Zehr in Victory Lane.

Zehr navigated the outside line from his ninth-place starting spot, taking the lead on lap 44 of the Element Mobile 60. He then had to hold off a late challenge from defending race winner Cardell Potter on a restart with five laps remaining.

“I said it wasn’t my strongest track,” Zehr remarked after the race. “Normally we’re thrashing on the car. Today it was a light work day on the car which is uncommon for us. We got the results we should get, because if we didn’t work on it, and didn’t win it, that means we didn’t work hard enough.”

It took some time for things to open up for Zehr and the quicker cars in the middle of the pack during the opening circuits of the 60-lap main event. Pole-sitter Rene Scheinoha broke away from fellow front-row starter Mike Egan at the drop of the green. Egan was left to contend with Brady Baldry for the second spot. The tussle allowed Scheinoha to stretch out her advantage and left the rest of the field waiting for space to open.

Lanes finally began to clear on lap five when Baldry snapped sideways and Egan captured second. Potter was quick to capitalize once the outside was free.

“It was a little (congested). I just tried to be patient and work my way through traffic,” Potter explained. “The outside was really hooked up early in the race and that was important to get clear right away and take off.”

Once he had secured the second spot, Potter closed the gap on Scheinoha. By lap 10 Potter saw his opportunity to attack and tested the top side on the early-race leader. One lap later Potter nosed ahead at the line.

Potter began to pull away with traffic still heavy from second on back. That advantage was erased, however, for a spin on lap 14 by Leo’s Upper Dells Bar Gong Show winner Austin Luedtke.

With the decision cone placed, Potter jumped to the outside for the restart, with Scheinoha choosing the bottom lane. After the green Potter was able to fend off Scheinoha and regain the top spot.

Heavy traffic behind Potter again allowed him to break away from the pack. Behind him things began to get frantic. Just two laps after the restart a scrap for fourth saw Billy Mohn and Eugene Gregorich Jr. jump past Mike Egan in a jolting three-wide display. That shake up in the top five allowed some lanes to begin to open in the middle of the field for Zehr and fast-qualifier Brandon Selle.

As the field neared the 20-lap marker, Jeff Weinfurter slid to the second spot past Scheinoha. Weinfurter was followed in the next five laps by Gregorich into third, Selle into fourth. Selle continued his mission past Gregorich into third on lap 28. One lap later Gregorich experienced mechanical issues and slowed. He was unable to coax his machine back to the pit area, bringing out the second yellow of the main.

The field was set to take the green at the halfway point behind Potter (again on the outside) and Weinfurter. The second row consisted of Selle and Zehr. Weinfurter briefly took the lead from Potter after the

restart, but could not show the way for more than one circuit. Potter reclaimed the lead on lap 32 and soon jumped away from Weinfurter. Once Potter was clear Zehr slipped past Weinfurter and set his sights on the lead.

“It was a little bit of side-by-side up front there that just couldn’t get settled. When we went to pick-a-lane it opened up some opportunities on the outside,” Zehr explained. “I actually chose the outside and fell back a position. It cleared up again and I got to the outside. I passed a couple cars on the outside. It was just a fast race car.”

Zehr chewed up the disadvantage and began to challenge by lap 39. After a few peeks to the inside, Zehr sprung to the top on lap 42. After two laps of disputing the top spot, Zehr inched ahead on lap 44. He Potter until the caution flew again on lap 55.

Coming back to the green in single file formation, Potter found one more chance as Zehr spun his tires and broke sideways.

“We picked up a slight vibration under the caution, but I lit the tires up, got off the gas and got back to it and had great forward bite from there,” Zehr said. “The vibration went away I think I had a bunch of junk on the the right rear or something like that.”

Potter had a brief look inside, but could not find the grip to make the pass.

“I stuck a nose in there but I was just about as loose coming out of the corner as he was and coming out of two I did the same thing,” Potter explained.

Over the final five circuits Zehr built his lead. Potter was challenged by Frank Nitzke who quietly, but quickly slipped into the top five over the final 20 laps. “I needed a little more room to work,” said the defending GSS Champ Nitzke. “I think



Jeff Blaser photo

if I would have gotten through traffic a little better the first 20 laps it would have been real interesting there.”

Nitzke was unable to make the pass on Potter and settled for third. Selle held on for fourth and Mohn rounded out the top five.

Winning his fifth TUNDRA feature in 10 starts, Zehr kept the bigger picture in mind. After coming up just shy of a title last season in TUNDRA’s five-race set at Dells Raceway Park, Zehr seems focused early on in the title hunt.

“This is about as good as you can get for the points to start. We picked up right where we left off last year,” he said. “Hopefully we build up a little bit of a cushion so that if the driver has a little foul up we can still contend for the Championship at the end of the

year.”



2013 IMCA Old Timers Schedule

Howie Lettow 150 - Milwaukee Mile
July 8th-9th

AirExpo, Flying Cloud Airport, Eden Prairie, MN
Static Display
July 13th-14th

Cedar Lake Speedway, Somerset, WI
All classes Running and Display
July 20th

Check out www.IMCAOldtimers.com for full schedule

Raceway Park Highlights

By Kevin Busse

Martin DeFries photos

Great weather, excited families of race fans, and incredible racing action made for a thrilling evening of motorsports, as series sponsor Whelen Engineering presented the NASCAR Whelen All-American Series at Raceway Park in Shakopee.

In the Monster Energy American Short-Tracker feature, Hastings driver Matt Schaar started along side Prior Lake's Grant Brown, as the two led the field of competitors to the green flag. Brown is one of the "young guns" in the Short-Tracker division for 2013, and is making quite a showing after moving up from the entry level Bandolero class from the previous season. The two racers stayed close on the opening laps, before Schaar was able to pass for the lead by lap 3. Brown stayed right with the Hastings driver until 12 laps to go, when Dave Reed of Plymouth passed Brown, joined by Justin Schelitzche of Lester Prairie who tailed Reed into the third place spot. Three laps later, Schelitzche closed in next to Reed, and the two began a side-by-side battle just inches behind the leader. Reed kept second, and with 7 laps to go had moved along side Schaar, barely inching ahead as the two crossed the stripe on the front straight. Reed locked in the lead in the final 3 laps, with Schelitzche taking second with 2 to go. At the checkers it was Reed with the win, Schelitzche finishing right behind with Schaar settling for third. Brown stayed with the group through out the run for a respectable fourth place finish in a caution free race.

In other action, twin Turtle's Bar & Grill Wild'n' Crazy Figure-8 features kept the fans attention on the "crossroads of doom" with 15-laps of hard racing each, totaling 30 trips through the dangerous "X" in every run. In race number one, Mankato's Todd Tacheny mixed it up with the traffic in the crossroads multiple laps before taking the win, followed second by Matt Dickey of Shakopee, and 2012 Figure-8 Champion Ricky Martin of Farmington finishing a close third. In the second feature, Martin took what he learned during the first run, and kept out of trouble to lead the field to the checkers. Bloomington's Mike Dickey crossed second, as Danny Johnson of Lakeville took third.

There were enough cars at Raceway Park this past Sunday in the Showcar Supply Mini Stocks to have a B-feature run before the main event for the division. In the "B", Ashley Bell of Lester Prairie powered her car into the main race by getting the win, Kilkenny's Dan Knish followed for second,



with Julie Davis of Bloomington taking third. The huge feature run turned into a multi-lap battle for the lead between Brian Adams of Norwood Young America and Montgomery's Blake Dorweiler. The two drivers exchanged the top spot each time around the circuit until a caution came out in the final laps after faster cars got tangled up with lapped traffic. When the flag waved to restart a green-white-checkered finish, there were several cars pushing for the win as Dorweiler was able to charge ahead as the group crossed the stripe. Adams finished an extremely close second, with Bloomington's Jack Purcell just feet behind after working his way up through the competition to finish third.

Mike Stoer of Shakopee came out on top in the Impact Printing Bomber feature following a shootout finish after Crystal's James Tich blew a motor in the final 2 laps, leaving fluid on the track and bringing out the caution. As the action got back underway, it was Stoer for the win, Ramsey driver Eric Prindle finishing a close second, and "Racin" Ryan Varner of Minnetonka taking third.

Raceway Park's premier NASCAR division is the Leo's South/C.F. Moto High Performance Hobby Stocks, and their feature run was almost flawless, until an incident involving Belle Plaine driver Matt Wiebusch and Dusty Mann of Farmington left the Wiebusch machine smashed into the front straightaway wall after the two made contact exiting turn four with 23 laps to go. Both drivers were OK, and when racing resumed it was Lonsdale's Brent Kane with the lead, but being chased down quickly by Conrad Jorgenson of Lakeville. As the laps clicked down, Kane held onto the lead for the win, Jorgenson crossed second, as Rosemount's Tina Davis finished third.



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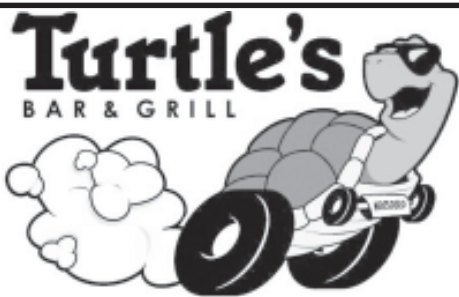


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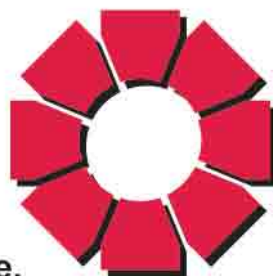
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