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June 20, 2013 Vol. 17, No. 5

Inside...



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Publisher's Note

Racing According to Plan



Dan Plan

I bought my first scanner to use for listening to racing action back in November of 1992. I don't remember this date as a sentimental occasion for buying my first scanner. I simply remember it, because I bought it at the Cup race in Phoenix that year and spent way more than I should have. It's the old theory of supply and demand. Your choices for a scanner purchase are pretty limited at the race track. A few years ago, I picked up a new scanner to replace the one that is now 20-years-old. The new scanner is half the size, has twice the features and was half the price. Live and learn, I guess.

The reason I bought the scanner was originally just to hear what kind of racing strategy and/or conversations took place many years ago. The extra bonus at Phoenix that year was listening to the TNN and MRN broadcasts sans commercials. This was the first time I learned a scanner can be a very entertaining part of the racing action.

A couple of items from Phoenix are still etched in my memory. The first one was during the Truck race, when several of the MRN announcers started singing Happy Hornady to the tune of Happy Holidays. I darn near wet myself, when they started that one.

Racing and Radios



The second item at Phoenix that year was during a TNN commercial break. During the break, you could still hear the announcers talking "off the air." The legendary Buddy Baker was talking during the break, and started talking about one of the former Cup racers. Buddy said, "There's Bobby. I wouldn't trust him as far as I could throw him." After they returned from the break, Buddy was the first one to speak, and said, "There goes driver Bobby. He sure is

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Publishers Note from page 3

having a good run today.” Yeah, that’s really what Buddy wanted to say.

As I returned back to my home state of Minnesota and started using my scanner at the local short tracks, I really started to see the benefit of this investment. The local asphalt tracks started to allow radios around this time, and I was able to hear what happened behind the scenes in the tower, and check out what was happening with the local teams. There are two guys that now work (or have worked) in the tower as officials, and they teamed up on the radio back in the 1990’s. One was a former Late Model driver; the other was a Figure-8 driver that moved up to the Late Model division. I used to enjoy hearing the former driver, in the role of a spotter, helping the “newbie” drive his car the corner. I can still hear to this day:
“Roll....roll.....roll.....Gas!”

The more I listened to the local action, the more I’ve realized there are basically two types of spotters: those that talk endlessly, and those that just give just the essential information. When I come across a driver that has his wife or girlfriend as the spotter, and they are constantly keying

park there. Don’t throw the caution” or “I really want to see the girl win. Don’t throw the caution.” These statements might offend some fans or race teams, but at the end of the day it’s all about putting on a show. If you think phantom cautions are only reserved for the upper levels of NASCAR, you are sadly mistaken. These behind the scenes discussions do take place, and might upset a few individuals, but also help to make a better show for the majority of the fans.

Miscellaneous News & Notes;

Once again this year, Mother Nature stepped in to shorten the annual Masters event at Cedar Lake by one day. The Late Model feature on Friday night was one for the record books with Brandon Shepard throwing several slide jobs to make his way to the front. He momentarily took the lead from Brian Birkhofer, only to jump the cushion and lose a few spots. Birky went on to the win, and Shepard worked his way back up to second. The two drivers that took first and second in the Modified portion of the Triple Crown reversed their finishing positions, with Rodney Sanders making a late race pass of “Cool Hand Luke” – Lucas Schott. Look for more race highlights later in this issue of MRC.

And finally.....
A few quotes of the month. Earlier this year at an unnamed track, an unnamed official (we’ll just say his name is Pinger) was speaking

in the drivers meeting. The unnamed track had over 30 Mini Stocks on hand. Pinger (aka – unnamed official) stated, “We have over 30 cars here tonight. If a few of you guys could just take each other out in the heat race, we won’t have to worry about a B-Feature.” And the other quote came from a regular contributor of MRC. He reminded me why some people are better than others in their profession by stating, “Talent is much more valuable than training.”

Doug Hornickel photo



the talk button, I have to wonder if the driver treats his significant other in the car, just like he does at home. He stops listening after a while. There are also things I’ve heard that drivers and their wives/girlfriends will say that aren’t suitable for children, or publication.

As I’ve used my scanner more through the years, I’ve also learned the officials can be just as entertaining as the race teams. I’ve heard officials say things such as “He chose to

Doug Hornickel photo



Martin DeFries photo





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Going in Circles



Charlie Spry

The past couple of weeks has brought out several new drivers to the Columbus 151 Speedway, some are veterans coming out for the first time, while others have seen very limited, or in some cases, no track time ever here.

Past two-time street stock champion Phil Denikas has made a return, immediately running strong in his first feature of the year, placing second to Scott Lawver. Phil will only get faster, as he usually can get his car hooked up in the tricky outside groove here, and I'd expect no less this year out of him. It's good to see him back out after a miserable and trouble-plagued year last year.

Rockford Roadrunner division racer Ryan Ostenson recently made the trip up to race, stating, "I've never run here before, but it's always fun to try new things and new tracks, and I just want to do what I can and stay out of trouble." He did just that, as attrition took a toll on several, with Ryan taking home a third place feature finish. The Roadrunner class cars are not allowed nearly the modifications that the Columbus/Jefferson hobby stocks are, so it was quite an accomplishment. The Roadrunner

rules are meant to limit the sum of money one can throw into a car, and that is a good thing.

Jefferson hobby stock racer Peter Shelley also was out recently, his first time racing in this division here. He won his heat race, before transmission troubles took him out of the feature while running up front. Russ Tetzlaff also raced Justin Kumbier's car the last time out.

In the street stock division, Alex Lee made his first appearance of the year as well, while Jeffrey Lefave Jr. also brought out his hobby stock. Veterans Andy Wendt and Russ Grossen also made appearances in the late model division. In the Bandit division, Art Blakely, Brian Beale and Bobby Ollerman made appearances. Beale won the feature right out of the box on his first night out. Chris Matz has also made a couple of appearances with his sharp looking Dodge Aspen/Plymouth Volare racer.

Mike Taylor also made his first showing here of the year, saying, "This is actually my first time racing at all this year, I've turned the car over to these other guys this year to race, so I guess I am a car owner now, I get all the work and none of the fun," He laughed. Mike was racing his street stock car piloted by his Brother Jim at Jefferson, while his son, Kyle, is racing the family late model. Mike has turned a lot of laps here in past years. We actually have a fourth generation driver running here, as Tory Adams' Daughter, Mckayla, has started racing here in the Bandit division, learning the ropes and doing a fine job. One of the most impressive showings this year has been from late model rookie John Beale. Moving up directly from the Bandit division to late model, John won the feature recently on only his third night out in the new class. I know that he did some extensive practicing before the season started, which obviously helped, but it is an incredible thing to accomplish. He has been very impressive this year. On the night he won his feature, he first won his heat race to gain his first ever victory in a late model, with which he was obviously quite pleased, but then to top the night off with a feature win, well, that is a little icing on the cake! "Was it

a win where I came from the back of the pack and passed everyone?" stated Beale, "No. Was it a feature win? Yes. I'll take it. My radio wasn't working well, so that didn't help, and I kind of wished I didn't have a mirror in the car, because I kept looking in it to see where everyone was, but it turned out okay." He backed the win up with a strong finish the following week, where he DID have to come from the back of the pack.

Just last Friday, it was great fun to watch Brady Liddle and Tory Adams swapping the lead with each other in the late model feature. Adams had engine troubles and spun, and sometimes it seems he can't catch a break. "Every time we get in a position to win one, something seems to happen," Said the crew afterwards. The pair had a great race going on, and the Adams crew complimented Brady on running them clean.

Had a "tour" of a backup car, courtesy of Andy Ward. For those not in the know, this is a very unique division, that simply said, races in reverse. It is not known for sure, but this may be the only division of its kind in the country that races strictly in reverse gear. "We average 60 m.p.h. while racing," Said Ward. "We get some people who say that it is no big deal, but I tell you what, they should try racing in reverse that fast. And we race each other, not try to wreck." Andy has a very comfy seat out of a Lincoln in his car, turned at an extreme angle, in order to allow for ease of looking behind out the rear window, as well as a grab bar welded onto the roll cage to hold onto, while steering with one hand. The shifter is also relocated next to the driver's door. Very unique and exciting division to watch race.

The four cylinder Bandit division has provided some absolutely fantastic racing this season, as recently twenty-one cars started an eighteen lap feature, which means the fastest cars have little time if they are going to try to get to the front. The whole group did this without a single caution. Fifteen of the twenty-one cars used black as their primary color, so I'd guess these drivers are expecting some tire marks on their cars? Or black paint is cheaper.

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Dirty Talkin'**Kris McMartin**

There was a lot of racing action on tap for me this weekend. The weekend began on Thursday night, for opening night of the 15th Annual Masters Event at Cedar Lake Speedway, where Mother Nature finally graced us with a pleasant spring night for racing. The track was in fine condition and the racing was fantastic. The feature races for the night were packed with talent and exciting to watch. My favorite of the night was the Modified feature, and while it took a couple of restarts to get going once they were under way they went green to checker with Andy Jones jumping out front and never giving up his lead.

On tap for me Friday night was a big change of pace heading out to St. Croix Valley Raceway for the Hilarious Trailer Race night which would include the normal classes as well. Only on this night I would switch hats and pretend to be the track photographer. I can tell you with first hand knowledge that while we may think all those photographers on the infield at our local dirt tracks have "the easy and fun job", they do not get enough credit for what they do. It takes a certain amount of talent and skill to take still photos of race cars going around the track. There is no point and shoot here. You have to have all the settings for lighting that constantly changes, shutter speed adjustments and the like and then you have to actually look through the viewfinder and watch the car come until you get the shot you want and hit the button. Of course you must do this all while making sure you are constantly aware of what is going on around you on the track, because as I discovered there may come a time where you feel it necessary to run

away from an out of control car headed right for where you are standing. I think I did an ok job, but let me tell you comparably my photos definitely look like they come from a beginner. I had a lot of fun being down in the infield and enjoyed the experience but believe I need more opportunities to do this before I could be called a photographer.

Next up was a very full Saturday with my daughter Katrina racing her Quarter Midget at the Indoor Arena at Cedar Lake and the final night of the Masters on the outdoor track in the evening. I really enjoy the racing at the Arena and if you have not come out and watched the kids race it will be well worth your time. The kids love what they are doing and it shows in their attitudes and while they are competitive, this group of kids and parents work together in order to keep it fun. These kids are our next generation racers and fans have the opportunity to see them come up through the classes as they gain experience and seat time. We were also treated to a mini mod race with drivers from both the UMP Dirtcar Late Models and USMTS classes of the Masters, battling it out on the arena track. Unfortunately while we were busy racing indoors, Mother Nature reared her ugly head outdoors by dropping a serious amount of rain over the afternoon. The dousing forced the cancellation of the final night of The

Whirlwind Weekend*Vince Peterson photo*

Masters ending my weekend on a rather sad note.

Hoping Mother Nature is in a better mood very soon. Next up the Open Wheel Nationals out at St Croix Valley Raceway June 28 & 29 this should be a fabulous two day show with a ton of open wheel action hope to see everyone out there!

**2013 IMCA Old Timers Schedule**

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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

*Vince Peterson photo*

Auto Racing Facts, Observances and Opinions



Dale P. Danielski

It was good to see the ARCA Midwest Tour back at the Dells Raceway Park of Wisconsin Dells, WI here June 8th and an excellent show it turned out to be. Danny Fredrickson made it two in a row in ARCA MT competition as he took the win in the 100 lap Feature finale. In the process, Fredrickson did what no one has been able to do in awhile, and that is to beat Travis Sauter. Sauter wound up 24th in the main but that was only because he suffered mechanical issues near the end of the race. The gremlins cropped up at the worst possible time for Sauter as he was again leading and appeared to be well on his way to another victory. As it turned out Fredrickson had to pass Chris Wimmer late in the race securing a lead he did not relinquish. Wimmer in a strong run settled for 2nd and was followed by Nate Haseleu, Jeremy Miller, Ross Kenseth, Andrew Morrissey, Skylar Holzhausen, Jason Weinkauff, Chris Weinkauff and Dennis Prunty.

For awhile during the evening it didn't look like many in the field would even start the 100 lap Feature as most were really mixing it up in the Dash event. The finish of the dash determines starting position in ARCA MT mains and with the Dells always a tough place to pass they were doing everything in their power to get to the front! With some bent fenders and plenty of tire rub marks, all answered the bell for the Feature.

Of the 26 car field on hand Chris Eggleston got the long haul award as he came all the way from Thornton, CO., to compete. According to Eggleston there really is only one place they can race in that state, which is Colorado National Speedway of Erie. Consequently, the team decided to try their luck in a Tour race in Wisconsin. "The cars we race out there are quite old and heavy so we wanted to be able to take some weight off to compete like you can in this series and see what the car would do. Eggleston had bad luck early breaking a pan hard bar, but his team got the car fixed in time to race where Eggleston wound up 22nd at the finish.

Travis Sauter was confident as usual going into the race but admitted it wouldn't be easy. "The fastest car doesn't always win at this track, you need some luck too. On the half miles it's a little easier, but these guys are tough." As it turns out Sauter's luck did run out allowing Fredrickson to get the win.

Speaking of Fredrickson he knew Sauter would be tough going into the race. "He's really got it going right now. If we weren't so busy and had more time to work on the car I think we could be really fast." Really fast? Wonder how much faster Danny boy will be!

Here and there...Dennis Prunty finally had a top 10 finish here at the Dells after failing to finish all the prior ARCA Midwest Tour Features. "If only I could have timed in better. The car was great in the qualifier, (Which he easily won) but we had to start so far back in the Feature and it's tough to pass here." Maybe this is a turning point for Prunty who is currently 3rd in the Rookie of the Year chase points...Jason Weinkauff has struggled on the Tour so the team decided to totally change the set up of his racer. They appeared to be heading in the right direction at the Dells qualifying in the top 12 and going on to finish 8th in the 100 lapper...Ross Kenseth who has Mauston, WI., native Kelly Bires heading up his racing effort was way off in qualifying relegating the team to a rear of the field starting spot in the main. Hardly passing a car through the entire Feature, Kenseth nonetheless stayed out of trouble resulting in a top 5 finish



...When is 2nd place 1st? At the La Crosse Fairgrounds Speedway Saturday, June 8th as Brent Kirchner crossed the finish line 1st after 25 laps of NASCAR Late Model racing only to be DQ'd for a ride height violation. That allowed 2nd place finisher Steve Carlson to inherit the win with Kirchner being given 22nd spot in the field. J. Herbst who was

earlier nailed for a ride height violation fixed the problem and came back to finish 2nd. With the spring, shock and big bar packages these teams utilize and the fact that fractions of an inch can really make a difference it's easy to see why these violations occur. If you cut it too close, you might not get through tech! Had a chance to check out the

continued on page 8

Dale's Picture from the past



Dick Trickle in action at Golden Sands (left photo Bob Bergeron collection). Dick Trickle takes a win in his Ford at the all new Golden Sands Speedway (right photo).

Dean & Jason Talkin' Racin'

Jason Searcy

Two major, but very different, racing series came to our neck of the woods recently. Seeing those cars on the same track lead me to a question that race fans have wondered about for many years.

How would the speed of the World of Outlaws Sprint Cars compare with the ARCA cars at the same facility? That unique hypothetical question was answered this Spring at Elko Speedway.

The 900 horsepower and 1400 lb WoO Sprint Cars raced a rain shortened 34 lap event on May 10th. Fast time in qualifying was set by Sam Hafertepe at 12.507, that's 107.940 mph. The 3/8 th mile track at Elko Speedway was incredibly smooth and fast with the top groove coming in perfectly by the end of the feature event, the fastest lap time during the race was 13.347 set by Cody Darrah in the Kasey Kahne car. The heavy 3400 lb and 800 horsepower stock cars in the ARCA series raced a 250 lap event at Elko on June 1st. Legendary driver Ken Schrader set fast time in qualifying with a 14.449 or 93.432, that is 2 seconds per lap or 15 mph slower than the winged rockets. I am not saying that faster makes better racing, speed on the track is relative, my favorite moments in these two races were very similar. Watching Ken Schrader pit for tires on lap 64 and pick though the entire field to take the lead in the ARCA race was really cool.

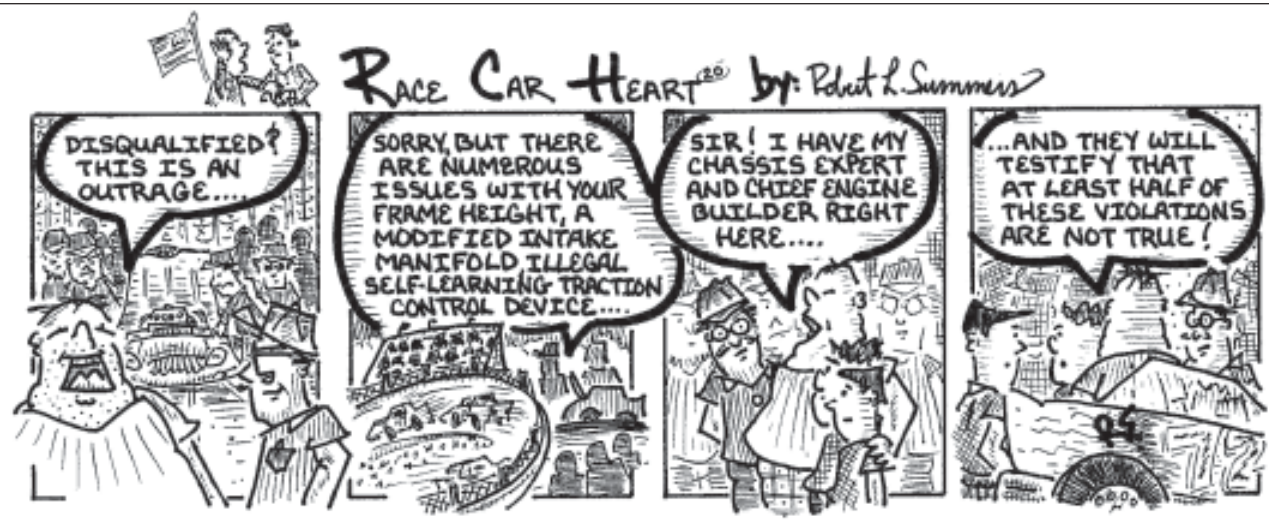
Also seeing Tim Kaeding find the perfect line on the top of the track and just shoot past both Madsen and Dollansky in the World of Outlaws race was just as memorable.

Both times I turned to the people sitting next to me and just said, "Wow, did you see that?"

Those moments are what us race fans live for, no matter the MPH. Still now we are armed with the knowledge that now we know the answer. I can say that there is one less hypothetical in the world of racing.



www.speedtalkon1360.com



*continued from
page 7*

Wayne Lensing owned Dells Raceway Park grandstand area and was really impressed. The place has really been spiffed up and is modern and top notch through and through. Really liked the souvenir area which featured photos of the originally constructed Dells track as well as classic photos of drivers that raced there back in the day... A huge crowd was on hand for the ARCA Midwest Tour event at Dells as finally, although a bit threatening early, we had some great for racing weather... Caught the action at Mississippi Thunder Speedway, Fountain City, WI., this past Friday and left quite impressed. A fast paced show with plenty of three and even four wide racing in all divisions made for a fun night of racing. Josh Angst used lapped traffic to move around race long leader Dan Bohr to take the win in the headlining A Modified Feature... The Street Stock Feature finish at MTS had the large crowd on hand buzzing as leader Danny Hanson was taken out on the last corner of the last lap by Danny Richards. Richards was promptly black flagged and although Doug Wojcik missed all the carnage and crossed the finish line first the final order at the stripe was determined by going back to the previous lap which put Hanson first...

Looking back on May 25th, 1967 it was Dick Trickle taking the first ever Feature race win at the new Golden Sands Speedway of Plover, WI.



Danny Fredrickson makes it two in a row in ARCA Midwest Tour competition.



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Driver of the Week

Adam Wiebusch

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Division - Elko Thunder Car/Raceway
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IN THE DRIVER'S SEAT

Adam Royle

Bruce Nuttleman photo

This past winter, Adam Royle earned a trip to the NASCAR UNOH Battle at the Beach during Speedweeks in Florida. While guaranteed a spot in the main event due to his top-ten finish in NASCAR national points, the event didn't go as planned for the driver from Farmington, Minn. Motor trouble plagued the team at Daytona, followed by getting caught up in an early race wreck at New Smyrna Speedway. *The Midwest Racing Connection* recently caught up with Royle following his first feature win of 2013 at Elko Speedway.

What was the experience like going to Daytona?

Going to Daytona was awesome. It was pretty cool to be there and race on that race track. It's just pretty cool that people at a local race track actually mean something in the racing world. A lot of people don't think what we do here (Elko) on Saturday nights is important, but it does matter when you go down there and see what NASCAR does for you.

Do you wish you could have run on the big track?

That's kind of funny. Midway between practices, they took everyone in the Late Model division over there. We drove on the apron all of the way to the front stretch and parked our cars there. Getting a picture of our car sitting on the front stretch of Daytona was pretty cool. While driving on the apron through one and two, I really wanted to go up there (on the banking). They did say if anyone went off the apron and on to the race track, they were automatically kicked out.

Were you able to figure out what was wrong with the engine used at Daytona?

We shipped the motor back and didn't take it apart. The guys at Circle Track were awesome enough to let me use their motor. Roush Racing and Ford Racing put it together, and I guess it's just one of those deals where it wasn't meant to be.

What is a ballpark figure for your expenses to race in Daytona and New Smyrna for a few days during Speedweeks?

You don't even want to know. When it was all finished up, I spent over 15 grand to go do it.

Would you do it all again if you get the chance?

If I had the chance to do it again, I'd go there in a heartbeat. I think anyone that has an opportunity to race in a Super Late Model at Elko, if they have an opportunity to do it, they should. It's a once in a lifetime deal.

What would you do differently?

I would have a different motor and a few other things.



Bruce Nuttleman photo



Martin DeFries photo

Rockford's Papini Goes From Underdog To Top Dog

By Jason Christley

NASCAR Home Tracks

Alex Papini advanced from underdog to top dog at Rockford (Ill.) Speedway this spring. Papini leads Rockford's NASCAR Late Model points and the NASCAR Whelen All-American Series' state standings.

It's a whole new world for a driver who won his first Rockford Late Model feature this year. He topped 37 entries to win the pre-season 108-lap Spring Classic Big 8 Series event on April 14. Less than a week later he won his first career NASCAR Whelen All-American Series Late Model feature during the track's 66th weekly season opener April 20.

Papini's NASCAR record at the quarter-mile banked paved oval this week stands at four wins and seven top-fives in seven starts. He placed second to Jon Reynolds Jr. in Saturday night's 30-lap feature.

"We've always been a top-five car and I never stopped believing our first win was right around the corner," Papini said. "The Spring Classic is the second-biggest race you can win at Rockford behind the National Short Track Championships.

"We had almost 40 of the best Late Models there. We were the underdog. The win was a surprise to us and everyone else. It showed us all the hard work paid off.

"It took a week to sink in that we won, and then we won the regular season opening night. I'm not going to let winning sink in again. We'll just be working to be ready every week. Hopefully we'll still be in the point race at the end of the season."

Papini leads the track's Stanley Steemer NASCAR Late Model division standings by 21 over defending track champ Jerry Gille, 400-379. Gille is a three-time Rockford champion and two-time NASCAR state champion. It took years for Papini to break through to Rockford's Late Model Victory Lane. He had only one win in the division prior to this season, and it came in 2010 at Jefferson Speedway in Wisconsin. He also won a post-season feature of unorthodox format driving a dinosaur of a race car at Rockford last October.

Papini and crew threw together a Late Model-type car to race in Rockford's season-ending Bahama Bracket Nationals. Cars in the event are grouped in six speed brackets regardless of division or car type. The prize is \$1,500 to win, or a trip for two to the Bahamas. Papini and crew built his car for the event on an ancient chassis, won

his 50-lap feature and took the cash option.

"It's Lefthander chassis No. 32," he said the car. "It was built 11 months before I was born," said Papini, 23, of Machesney Park, Ill. "I paid \$250 for it. I'd never won \$500

Racing Series driving and now car ownership fame. "Dana and I have an unbreakable bond," Papini said. "He hasn't raced in two years. He was underfunded but he had a lot of success."



Jimmy Ambruoso photo

before let alone \$1,500," he said of his prize selection. "We put that car together in 10 days." The car is set aside in the shop awaiting this year's Bahama Bracket Nationals on Oct. 12-13.

Papini's NASCAR Whelen All-American Series Late Model was completely refurbished during the off season. The car was stripped to the bare 2005 Lefthander chassis. Papini and longtime crew chief/spotter Dana Czach then got a couple of sets of new eyes for the rebuild. Matt Berger, who finished second in NASCAR state points last year, and 2010 track champion Tim Sargent each contributed their suggestions on how to improve the car's performance.

"The car needed a lot of TLC," Papini said. "Those guys have a lot of knowledge and helped us. Not one bolt went on this car without a lot of thought. Dana and my guys blended together with Matt and Tim and their attitude as a crew was 'whatever it takes.' That's very cool."

The rest of the crew members include Tommy Pinkston, Mike Swanson, Dave Duncan from Berger's former team, and the driver's uncle, Ted Papini.

Papini's success attracted new primary sponsor Stateline Staffing Services of South Beloit, Ill. The company is a longtime track sponsor. Neighbor's Bar & Grill in Loves Park, Ill., operated by the driver's uncle, Kelly Evink, has supported the team for years. The car uses a Powersource Racing Engine.

Driver and crew chief each lost their namesake fathers at Rockford – Czach in a 1990 accident and Papini of a heart attack in 2001. Czach's uncle is Bill Venturini of ARCA

Papini worked on Berger's race cars for three years before he began his own racing career in the Road Runner (a V-8 powered Street Stock) division in 2006. He moved to Late Models where he won the track's rookie-of-the-year award in 2008. He returned to Road Runners in 2011 and won the track championship with a record of four wins, 15 top-fives and 16 top-10s in 17 starts. He rejoined the Late Model ranks in 2012 and ran a partial schedule.

"After my dad passed away, Matt became a mentor and kind of a father-figure to me," Papini said. "If it wasn't for him I'd have never raced a Late Model."

Papini's grandfather, Harold "Snooks" Evink, was a race engine builder. Before he was 10, Papini was spending his summer days learning and helping build engines and evenings helping work on his dad Al's race car.

"I had the best of both worlds," Papini said. "All I ever wanted to do was drive race cars. I was nine months old when I was taken to my first race."

Papini works for A-Plus Heating and Air Conditioning. He is engaged to Jamie Hagerman.



Jimmy Ambruoso photo

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Photo Gallery



A clean sweep for Taylor Goldman in the Power Stocks at Elko
Martin DeFries photo



Raceway Park Bomber winner Eric Prindle
Martin DeFries photo



Arlyn Roush picked up a Roadrunner win at Rockford Speedway
Jimmy Ambruoso photo



Jerod Loging held off Jimmy Gilster at the line at LaCrosse
Bruce Nuttleman photo



Andy Jones picked up the Thursday night Masters win
Vince Peterson photo



Traditional Sprint action at St. Croix Valley Raceway
Kris McMartin photo

THE MIDWEST RACING CONNECTION

Photo Gallery



Three-wide action in the Hobby Stocks at Raceway Park
Martin DeFries photo



Driver X picked up a win at Rockford Speedway
Jimmy Ambruoso photo



Elko Great North Legends winner Derek Lemke
Martin DeFries photo



LaCrosse Outlawz winner Wayne Smith
Bruce Nuttleman photo



Jason Vandekamp picked up yet another Midwest Mod win at CLS
Vince Peterson photo



Raceway Park Mini-Stock winner Dan Knish
Martin DeFries photo

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Thrills & Spills

Photo's by Jeff Blaser

Marv Flick of Stevens Point, WI took a wild ride during his super stock heat race at the Golden Sands Speedway in Plover, WI. This started when Matt Komatz (car)#33 had an axle come out of his car. Marv drove over the axle, getting airborne. Also involved was Galen Anternach (#36) and Matt Ciesielski (#21). Marv walked away unhurt.



Two in a row for Royle at Elko

By Jason Searcy
Martin DeFries photos

Adam Royle from Lonsdale (MN) became the first two-time winner in the NASCAR Whelen All American series Super Late Models at Elko Speedway in 2013. He used the same formula as the previous week, starting mid-pack and slowly picking off cars during a long green flag run before taking the lead late in the race. Royle passed Billy Mohn with ten laps to go and held off the field during a late caution to take home the win and hold on to the point lead over Donny Reuvers by 12 points.

Twenty five year racing veteran Darren Wolke from Belle Plaine (MN) became the fifth different winner in the Big 8 division this year by holding off Dylan Moore by only .299 seconds at the finish line. "The Big 8 cars are one of the most difficult cars to drive," said Wolke, "they have a small 8 inch tire and lots of horsepower, that makes for a lot of fun."

Brent Kane from Lonsdale (MN) won the feature event and now leads in the point standings by just one point over Ted Reuvers in the Thunder Car division. He passed Dillon Sellner for the lead and held off last week's winner Daryl Blohm for the victory. In celebration, Raising Kane racing then donated a new bicycle to a lucky fan in the stands.

Seventeen year old Dylan Warner from Northfield (MN) pulled off the victory in the Great North Legends division. "It was awesome, a perfect gift for my dad on fathers day," he said "now I don't have to get him a card." Warner bested two time champion Kyle Hansen by only .017 seconds, the closest margin of victory of the year at Elko Speedway. "That was the most fun I've ever had," said Warner.

Shawn Evans from Northfield (MN) held off a hard charging Tom Doten to be the fifth different winner in the Power Stock division. "It was not easy, but that is what makes it fun," said Evans "Tom has won a lot of features and to beat him is pretty cool." It is a very tight point race with Taylor Goldman leading but the top four drivers are separated by only nine points.



Birkhofer Holds Off Sheppard for Cedar Lake Speedway Victory

DirtCar Press Release

Brian Birkhofer led 31 laps after starting from the third position and held off a mid-race challenge from Brandon Sheppard to secure his first win of the 2013 DIRTcar Summer Nationals Hell Tour on Friday's opening night of the Masters at Cedar Lake Speedway.

Birkhofer, of Muscatine, Iowa, inherited the lead on lap 9 after second-place starter and leader Kevin Weaver broke a driveshaft. Birkhofer would never look back, going on to capture the \$5,000 checkered flag.

"I knew I was a little loose, but I had to run the top, so I had to kind of back-pedal a little bit on the throttle and gave [Sheppard] the opportunity," said Birkhofer in victory lane. "He was racing hard, and I thought it was great. It was great racing."

Brian Shirley, Jason Krohn, and Bobby Pierce rounded out the top five.

Heat race winners included Kevin Weaver, Brian Birkhofer, and Brian Shirley.



Jerry Zimmer photo

Sanders stymies Schott at Cedar Lake

USMTS Press Release

Rodney Sanders chased race-long leader Lucas Schott for 29 laps Friday night, took command with six laps to go and then held on to win the USMTS Casey's Cup Series event at the Cedar Lake Speedway in New Richmond, Wis.

Two weeks ago, the pair took advantage of a "bye week" on the USMTS campaign to make a trip to Cedar Lake for some "seat time" at the state-of-the-art 3/8-mile high-banked clay oval. They finished first and second with Schott getting the trophy and \$5,000 top prize.

Moving into second on lap 7, Sanders kept Schott in his crosshairs throughout Friday night's 35-lapper, but the 23-year-old from Happy, Texas, spent the better part of the race slugging it out with Joey Jensen, Craig Thatcher and Darrell Nelson for second place.

With Sanders down low, Jensen in the middle and Thatcher up high, the first five laps saw more three-wide racing than

not before Sanders broke free on lap 5 with Schott nearly a straight-away ahead in the distance. Heavy lapped traffic near the midway point allowed Sanders to close the gap on Schott, and Several back-to-back cautions on lap 20 kept the whole field close together for the last 15 laps of the race.

Nelson powered ahead of Sanders on the last of the restarts with the left front of Sanders' machine climbing the right rear tire of Nelson, but Sanders



Jerry Zimmer photo



Jerry Zimmer photo

regained control and the runner-up spot three laps later. The duo swapped positions two more times during the next four laps before Sanders took the spot back for good on lap 28.

One lap later, 'The Rocket' blasted by Schott and went on to win by three car-lengths en route to a \$4,000 payday. It was his 14th career USMTS victory, tying him with Terry Phillips for tenth on the all-time wins list.

Schott, who turns 17 next month, had to settle for the runner-up spot for the second night in a row. He led most of Thursday's feature at the Eagle Valley Speedway but relinquished the lead to Ryan Gustin with six laps to go in that one too.

Eleventh-starting Trent Follmer got by Nelson with three laps to go and scored a third-place finish while Joey Jensen rounded out the top 5 finishers. Craig Thatcher, Dereck Ramirez, Daniel Hilsabeck, Kelly Shryock and Jason Miller completed the top 10.

Shryock passed 11 cars from his 20th starting spot to earn the Mesilla Valley Transportation Hard Charger Award.

Miller, Thatcher, Sanders and Schott captured heat race checkers while Mike Steensma and Gustin won the two Real Racing Wheels "B" Mains.

Carlson Conquers Field at LaCrosse

By *Dave Noelke*

Point leader Steve Carlson charged to a win Saturday night at the LaCrosse Speedway. Although he was the second car to cross the line at the checkers, Brent Kirchner's car failed post-race minimum ride height inspection and was disqualified. That handed over the win in the LaCrosse Tribune 25 to Carlson.

The famous blue #66 Kwik Trip NASCAR Late Model with the cagey Carlson behind the wheel started deep in the pack, 10th to be exact. Polesitter Nick Clements took the lead at the start, but it was just a matter of laps until Kirchner passed for the lead after starting eighth. Carlson meanwhile was taking his own pace, and was on Kirchner's rear bumper by the race's midway point. With ten laps to go, the car of Bill Niles spread rear-end oil all around the track, and causing a spin by Branden Berg in turn two. The race was red-flagged until cleanup was completed.

After the race resumed, it appeared that J. Herbst had the fastest car, and he fought his way all the way up to the third spot by the finish, after starting last in the feature. Fast qualifier Matthew Henderson started in the rear with Herbst and made his way all the way up to fourth in his 2013 debut. With the disqualification of Kirchner's car, the top five consisted of Carlson, Herbst, Henderson, Shawn Pfaff and Brad Powell.

Jerrod Loging won his second Exhaust Plus Sportsmen feature of the 2013 season. He did so by holding off a late

race charge by Jimmy Gilster and Greg Scheck. The race got off to a rough start when Mark Inglett went into the turn one wall hard at the green flag. Jerrod Loging, after jumping out of his Outlawz car, took off to the early lead and was able to hang on right up to the checkers. Brian Hesselberg and Jake Arneson rounded out the top five.

United Auto Supply Thunderstox cars took the green with Rookie Kayla Lockington on the pole, but she got into trouble on the second lap with a spin in turn two. Jason Bolster gained the early lead and never looked back taking another win on the 2013 season. Jordan Myers got around

Mark Challet right before the checkers and Adam Moore and Andy Moore rounded out the top five.

The Volden Construction Outlawz had another thrilling race with lots of mayhem on the track. Following the first incident, Steve Rusch spun Tom Luethe's car under the yellow and was sent to the pits for the remainder of the race. Cole Scholze's car was involved in a few incidents, and as a result had fenders flying on both sides of the car. Wayne Smith was able to find the top spot and stay out of trouble until the checkered flag. Tom Luethe, Cole Scholze, Jason Bolster and Mark Challet rounded out the top five.



MRC amateur file photo

VanMeveren Notches Career First

By *Terry Lehnertz*

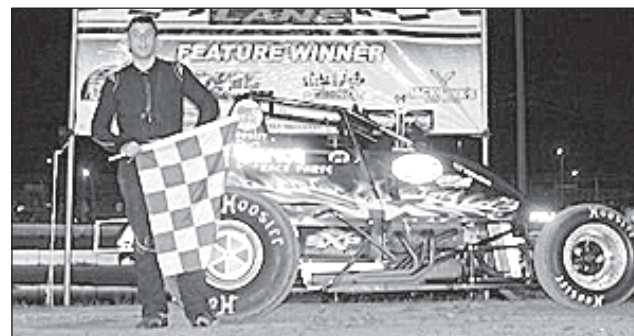
Mother Nature asserted herself again Friday night at St. Croix Valley Raceway. Rain caused the first five shows of the season to be cancelled, and it delayed Friday's races for several minutes after a short but heavy shower during intermission. After the soaking, track officials and a multitude of racers worked the clay back into shape, prepping the track for yet another round of exciting feature races before the show closed out with some light-hearted and carnage-filled trailer racing.

With the new moisture thoroughly worked back into the surface, the Pure Stocks thrilled the crowd as Tim Baxter and Jake Silbernagel paced the field to green. From the start, the veteran Baxter held the point with Silbernagel and Krysta Swearingen in tow. By the second lap, Swearingen and Jason Havel worked by Silbernagel, and a few laps later, Havel and Swearingen swapped places. Just prior to halfway, Havel powered his Thunderbird to the point. Baxter hung tough for a few laps before yielding to a surging Silbernagel on lap ten. From there, the field settled in to comfortable grooves to the end with Havel picking up his third clean sweep of the season over Silbernagel, Baxter, Swearingen and Tony DuBois.

The second feature of the night saw Team Rollover, Damon Roberts and heat race winner Dylan Roberts on the front row. It was inside starting Damon Roberts setting the pace, with Dylan Roberts settling in second followed by Brock Anderson and Dan Strobach. The Future Fours ran fairly consistent throughout the race until, with just two laps remaining, Strobach's #99 rolled to a stop in the midst of a big puff of smoke. After the restart, it was Damon Roberts leading every lap for the win, with second through fifth going to Dylan Roberts, Anderson, Nicki DuBois and Alex Hallin.

The third feature of the night belonged to the UMSS Micro sprints and Ty Sampeir. Sampeir started on the front row with last week's winner, Tony Duran and heat race winner Greg Gunderson in row two. At the drop of the green, the top trio quickly accelerated, forming a tight grouping in the battle for the win. Sampeir held the point, with Duran lurking in second while "Silent Thunder" Gunderson was searching lines high and low for a path to the front. Duran's mount stuttered and stalled on a restart, handing second place to Gunderson and bringing out a second caution. After the subsequent restart, Duran blasted around Sandy Traaseth and Allison Berger to get back into the top three. Up front, it was the Ty Sampeir show as the youngster fought back every challenge the crafty Gunderson threw his way. At the final double checkers it was Sampeir nabbing his second win of the season over Gunderson, Duran, Berger and Traaseth.

With the natural watering during intermission, The Valley's quarter mile bull-ring was lightning fast for the WISSOTA Midwest Modified main event. Long time Valley racer John Remington grabbed the early lead from the outside of row one followed closely by Mitch Weiss and Ryan Olson. The lead trio utilized a wide swath of clay in their frenzied battle for the win, with Olson experimenting with myriad lines at every turn. Olson finally managed the pass underneath Weiss at the race's midpoint but track positions were essentially irrelevant as the trio emerged from turn four in a three-wide battle for the lead. With just four circuits remaining, Olson finally made a pass that stuck coming out of turn four, claiming the top spot by mere inches on lap eleven. Once in front, Olson was able to build a small one-car length cushion for himself while Weiss and Remington were still locking horns for second. Olson claimed his first Valley win of the summer over Weiss, who was just inches ahead of Remington at the



stripe, with Craig Elliot and David Mastell rounding out the top five.

As seems to happen every week at The Valley, the UMSS Traditional Sprints were a non-stop thrill-fest for the night's final sanctioned race. Inaugural TSCS champion Kevin Bradwell and first heat race winner Jimmy Kouba paced the field to green for a race that would feature multiple three-wide battles throughout the field. Bradwell claimed the top spot early, with Kouba in tow but fire-breathing rookie Brian VanMeveren vaulted from his fifth starting spot to second in just two laps. Not wanting to be left out, Johnny Parsons, Cam Shafer and reigning series champion Rob Caho Jr. were throttle-stomping myriad grooves near the front in pursuit of Bradwell. At the crossed-flags, VanMeveren powered under Bradwell in turn two to stake his claim to the lead, leaving Bradwell to fend off Caho and Schafer. After a late caution, Bradwell resumed his assault on VanMeveren to retake the lead. Bradwell's #95 sprinter was starting to respond to the high groove as he inched ever closer to the middle-groove running VanMeveren but the early leader simply ran out of laps as VanMeveren collected his first career sprintcar win in just his fifth race as a sprint pilot. Bradwell settled for second in front of Shafer, Caho and Ryan Olson.

LATE MODEL FAMILY AFFAIR BELONGS TO JAKE GILLE!

By Eric Huenefeld
Jimmy Ambruoso photos

It was champion vs challenger. Uncle vs nephew. Jerry Gille vs Jake Gille.

When the dust settled on Saturday nights Stanley Steemer NASCAR Late Model feature on Kar Korner Night at the Rockford Speedway, it was Jake Gille topping the field, notching his first feature win of the 2013 season.

Gille had the best seat in the house for 30 lap main event, starting the race from the pole position. Gille would outrun Steve Rubeck for the lead and was able to put a small buffer between he and the rest of the pack. Behind Jake, uncle Jerry was close behind, moving to second spot by lap three. The two would race hard, inches apart, sometimes swapping paint for the top spot. But despite his best efforts, Jerry was never able to snag the lead from the 25 year old Machesney Park resident.

Behind the top two, the fighting for third place was intense as well. It was there where second place starter Rubeck would tussle with points leader Alex Papini. The two drivers would shadow each other for most of the race, with Papini eventually winning the battle. Rubeck, a feature winner two weeks prior, settled for fourth. Last week's feature winner Jon Reynolds Jr rounded out the top five.

Five time track champion George Sparkman was able to put his early season demons behind him and return to victory lane Saturday night. Sparkman muscled past Keith Pierce en route to the win in the 25 lap main event for the Miller Lite American Short Tracker division. Sparkman made the winning pass just prior to the races halfway point and shortly after an early yellow flag for an incident involving Brad Henrey and Dave Lee.

Opening night feature winner Kyle Lapier seemed to be the one driver primed to overtake Sparkman for the top spot, yet Lapier was never able to find the right time and place to make a winning move. Lapier would settle for second. Points leader Nick Cina Jr made another hard charge through the field en route to a third place finish. Last weeks winner Jason Bragg finished a solid fourth, with early leader Pierce rounding out the top five.

Johnny Robinson II finally got a little good luck to fall his way, capitalizing on a front row starting spot while taking his first win of the year in the Bargain Hunter Sportsman

division. Robinson jumped to the head of the pack and was never seriously challenged in the 25 lap feature race. The battling behind Robinson tho, was hot and heavy, including close quarters racing and a few near misses. Point leader Matt Lundberg was able to climb above the chaos and finish in the runner up spot, with defending track champion Doug Bennett rounding out the top three.

Rockstar Energy Drink Roadrunner points leader Terrance Robinson has been consistent all year. Yet despite the strong finishes, a win on Saturday night had eluded Robinson early in 2013. That would change on this given Saturday, as Robinson was strong all night, winning the evenings Fast Dash and capturing the division's 20 lap feature race. Robinson got to the lead early and held off the persistent challenges from three time feature winner Arlyn Roush en route to the win. Roush would finish the race in second, with Adam Cartwright finishing in third and Austin Fowler in fourth. Cartwright would also win the "Escape from I-90" Sam's Drive In Roadrunner Challenge earlier in the evening.

The final event of the evening was Kar Korner's Original Trailer Race of Destruction, featuring 25 entrants who

created carnage and had the large crowd on their feet throughout the "rolling demolition derby." When the dust cleared, Chris "Caterpillar" Miller would be declared the winner over Steve "The Shark" Quenett.



Action Packed Evening at Raceway Park

By Kevin Busse
Martin DeFries photos

This past Sunday night the NASCAR Whelen All-American Series was one of the most action-packed evenings of motorsports so far this season at Raceway Park in Shakopee.

The Action Attraction celebrated Father's Day with fans of all ages enjoying the excitement, and the Monster Energy American Short-Trackers delivered one of the highlights of the evening during their feature run. Golden Valley racer Robert Bakke made his return to Raceway Park after several weeks off dealing with repairing a badly damaged machine due to an early season incident. His crew must have done their job to perfection, as Bakke found himself shooting to the lead after starting alongside Dave Paulsrud Jr. of Rogers at the drop of the green. Bakke lead for almost the entire run, until Plymouth's Dave Reed closed in to challenge with a third of the race remaining. Bakke let his car get too low in the turn trying to hold off Reed, made contact with the rumble strips, and had to let up on the gas. This not only let the Plymouth racer get side-by-side with the leader, but it set up a 4-way battle in the closing laps leading up to the checkers as others quickly closed in. At the finish it was Dave Reed passing for the win, Lester Prairie's Justin Schelitzche following Reed for second, and Robert Bakke left settling for a third place finish.

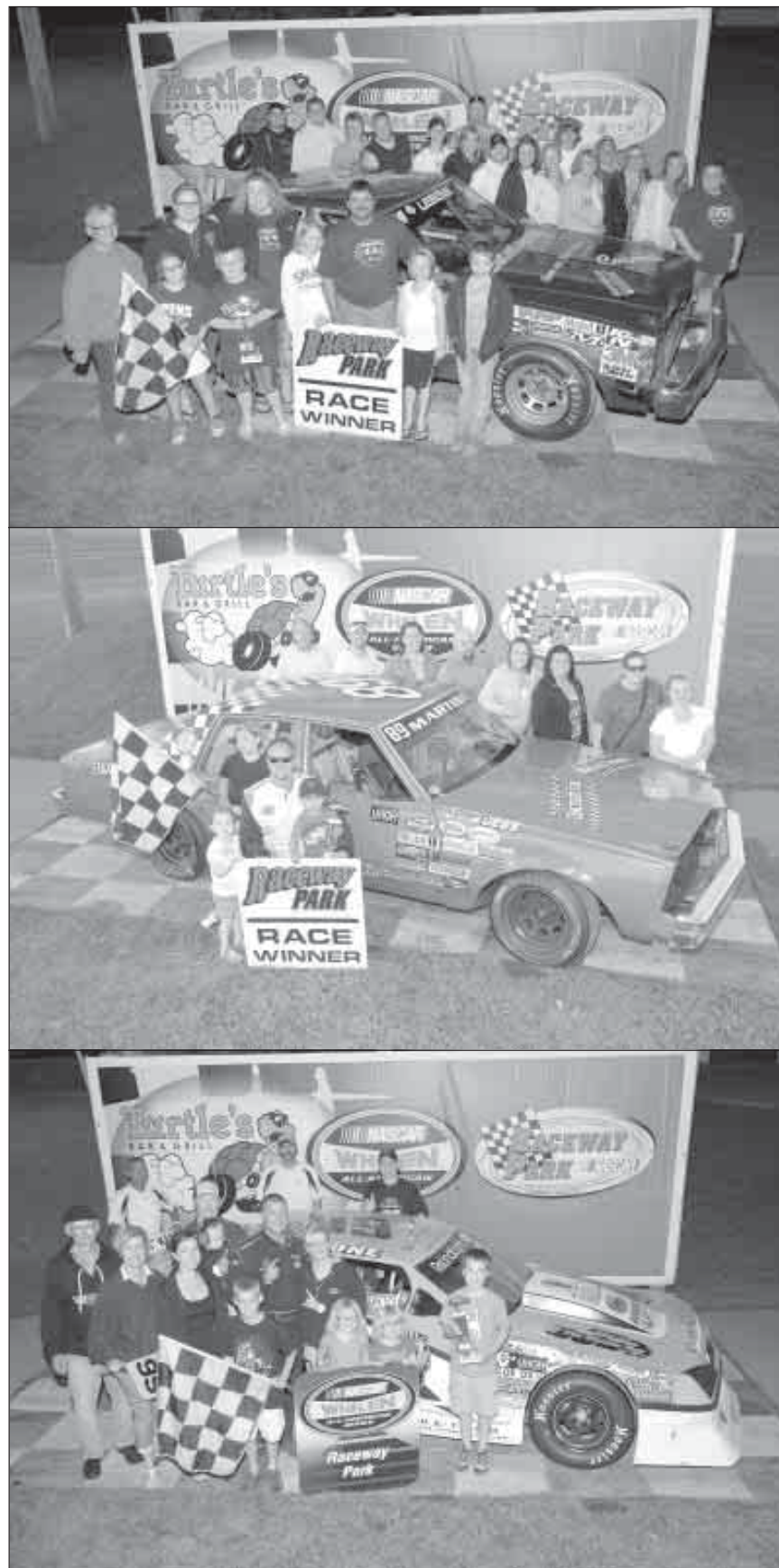
In other action, The Leo's South / C-F Moto Hobby Stock feature turned into a battle of the "99's" as the 99 car of Shakopee's Mark Hawes, who started on the pole, went back and forth for the lead with the 99K of Brent "The Freight Train" Kane of Lonsdale. Hawes led the early going, until Kane worked his way through traffic to meet up with the leader with 13 laps to go. The two battled for the point for the rest of the run, exchanging the lead on numerous occasions until the Lonsdale driver was able to pull just ahead at the checkered flag. It was Brent Kane with the win, Mark Hawes a close second, and Jeremy Wolff of Chaska following for third.

Ricky Martin of Farmington continued his winning ways during the first of two Turtle's Bar & Grill Wild'n'Crazy Figure-8 features. The younger Martin was already in a 3-way charge for the lead with 11 laps to go before taking the top spot just one lap later. As the group started to mix it up in the "crossroads of doom," the only challenge to Martin was Mankato's Todd Tacheny, who was closing in quick over the final 6 laps. It was Ricky Martin getting his 5th feature win of the season, Tacheny in second, with a solid third place finish for Minneapolis driver Adam Radiske. The second Figure-8 feature was a showcase for Shakopee driver John Lebens, who led on lap one and slowly built a huge lead over of the majority of the field until 9 laps to go, when Maple Plain's Mark Bronstad attempted a challenge.

With the top two not wanting to give the other driver any kind of advantage, it led to wild closing laps as both drivers refused to slow going through the "X" narrowly avoiding several major collisions in the crossroads. Lebens held on for the checkers, followed by Bronstad, and Louie Ansolabehere of Minnetonka finished third almost a quarter-track length behind the top two.

The Impact Printing Bomber feature began with pole sitter Josh Steelman of New Hope taking the opening lap lead ahead of Minnetonka's Joey Prusak and Mike Stoer of Shakopee. Stoer locked in second place just as caution waved when Nate Borchardt of Prior Lake blew a motor on the front straight, dumping oil and fluids all the way through the second turn. At lane choice it was Steelman side by side with Stoer, and a good restart for the Shakopee driver put him in the top spot when racing resumed. Stoer took the opportunity to build up his lead heading to the checkers and the win. Steelman was second, as Prusak hung on to a third place finish.

The feature for the Showcar Supply Mini-Stocks was once again in the "madhouse" style that these drivers seem to have settled into over the past few events, with plenty of 3 wide racing and over the top rubbing and scraping throughout the large group of drivers, leading to an all out battle for the lead with Cole Neisus of Hastings, Mankato's Joe Tacheny, and Norwood Young America's Brian Adams all wanting the point. Tacheny was in a narrow lead with 13 laps remaining, but the caution was out 2 laps later as a multi-car incident on the front straight sent several cars spinning and colliding as the pack headed to the first turn. Lane choice set Tacheny next to Adams, and at the green the battle was on once again as the two went side by side for the remainder of the race. It was Adams barely beating Joe Tacheny for the win, with third going to Blake Dorweiler of Montgomery.



Fredrickson Makes It Two In A Row

By Kari Shear-Carlson

The weather was great and the racing was even better at Dells Raceway Park for the ARCA Midwest Tour presented by Scag Power Equipment and Lester Buildings Dells Raceway Park 100. Dan Fredrickson made it two in a row in the series with his first ever win at the track. It wasn't exactly a clean and easy win for the i-gogs Sunglasses Touring Star. "My car's kind of beat up. I must have hit the back stretch wall about six times," said the victor.

DOC 360 Touring Star, Jason Weinkauff and Spiked Island Touring Star, James Swan led the field to the green for the 100-lap countdown. Weinkauff secured the lead as Swan slid back a few spots on the outside. Travis Sauter, who was a favorite heading into the race, was quickly on the move behind Weinkauff and now second place, DOC 360 Touring Star, Chris Wimmer. Last year's champion, i-gogs Touring Star, Jonathan Eilen was running in fourth as the top four pulled away from the rest of the field.

Wimmer looked to the inside of Weinkauff and secured the lead with Sauter, Eilen and Fredrickson following suit. Eilen didn't waste anytime trying to make a run on Sauter but he couldn't seal the deal. As the top four started to encounter lapped traffic the opportunities to make a move were limited. Wimmer, Sauter, Eilen and Fredrickson would get a

nose under one or the other, get door to door, but just as a pass was about to be made, a lapped car would cause them to slam the door.

Sauter was trying high and he was trying low but Chris Wimmer was protecting his line and Sauter just couldn't get the job done. His chances at making a pass were becoming more and more imperative as Fredrickson was right there. Sauter finally got to the inside of Wimmer and was charging to the lead when the caution flag flew. This set the field up for a double-file restart. Wimmer chose the inside with Sauter to the outside. Fredrickson lined up behind Wimmer with Eilen outside of him.

Wimmer led the way once again and once again the caution flag flew. It was a complete restart so the top four had a chance to do it all over again.

As the green flag dropped Wimmer and Sauter touched a little bit but Wimmer hung on to the lead once again. Fredrickson dove under Sauter but Sauter charged back to the outside of Wimmer. Sauter finally made it stick and took the lead on lap 49. Now the battle was for second between Wimmer and Fredrickson. After another couple cautions the line-up

remained the same until Eilen pulled into the pits while running third. Fast qualifier and DOC 360 Touring Star, Nathan Haseleu who started in 11th, had now made his way up to the fifth spot and was proving to be a contender along with Jason Weinkauff. Sauter had extended his lead by about 10 car lengths ahead of Wimmer followed by Fredrickson.

Another caution gave Wimmer and Fredrickson another chance at Sauter but he immediately extended his lead on the backstretch. While all the action was taking place up front the battle to crack into the top ten was fierce. Spiked Island Touring Star Chris Weinkauff, Ross Kenseth, Vita Ice Touring Star Skylar Holzhausen,

and Dennis Prunty were battling hard to take the 10th position. Sauter continued to dominate until lap 76 when the unexpected happened. Sauter was off the pace handing the lead over to Chris Wimmer with only 24 laps to go. Just as Sauter was pulling off the track another caution flew. This allowed Fredrickson the opportunity to start on the outside of Wimmer. Nathan Haseleu, Vita Ice Touring Star Jeremy Miller, and Jason Weinkauff now made up the top five.

After two false starts and two warnings, Wimmer and Fredrickson finally got the start they were looking for. Wimmer was able to clear Fredrickson as Haseleu moved into second. But it wasn't long before Fredrickson came right back and took the second spot once again.

With ten laps to go, Fredrickson kicked in the afterburners and Wimmer had a mirror full. "He (Fredrickson) came out of nowhere. I really thought I had it until then," said Wimmer. The two were door to door swapping the lead by a nose. Fredrickson finally got the position with 7 laps to go. He was able to get a comfortable enough lead to coast to the finish.

Although he loved racing hard with Wimmer, Fredrickson wished Sauter wouldn't have had problems. "It would've been really fun racing against him because he was so good. It's too bad he had problems." Nathan Haseleu, Jeremy Miller and Ross Kenseth rounded out the top five.



Doug Hornickel photo



Doug Hornickel photo



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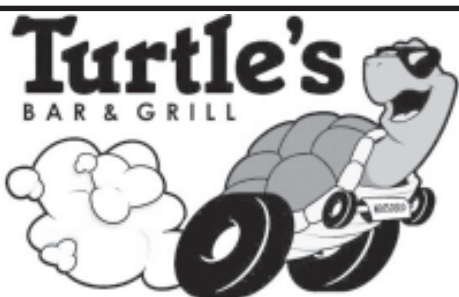
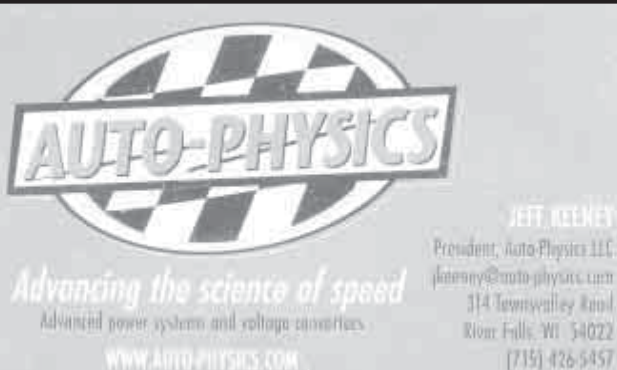
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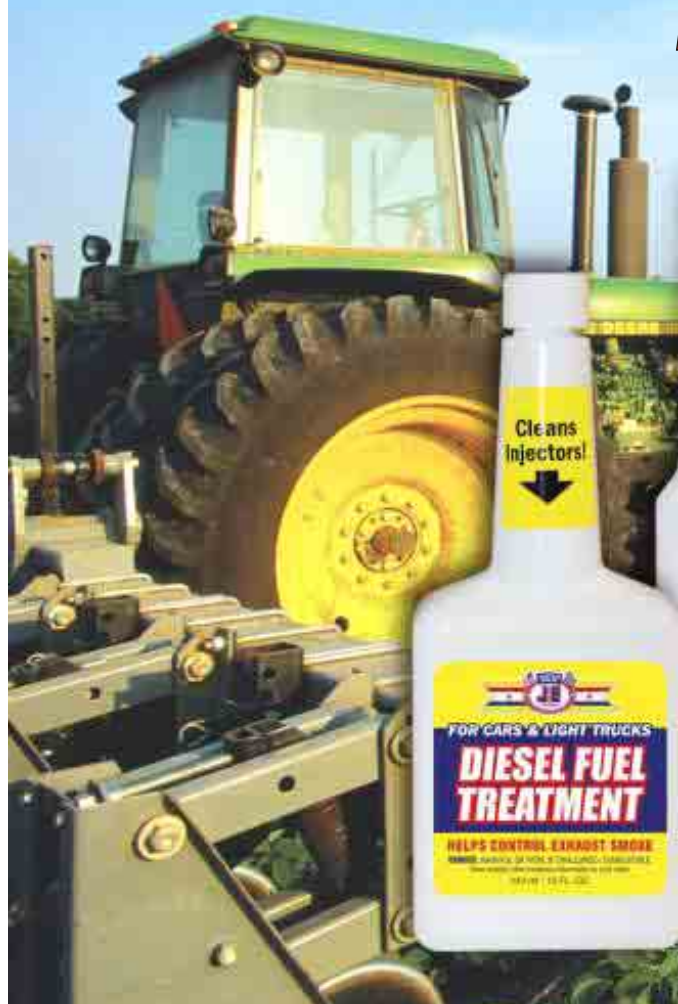
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