

THE MIDWEST RACING CONNECTION

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THE MIDWEST'S SHORT TRACK AUTO RACING AUTHORITY

June 10, 2010 Vol. 14, No. 4

Inside...



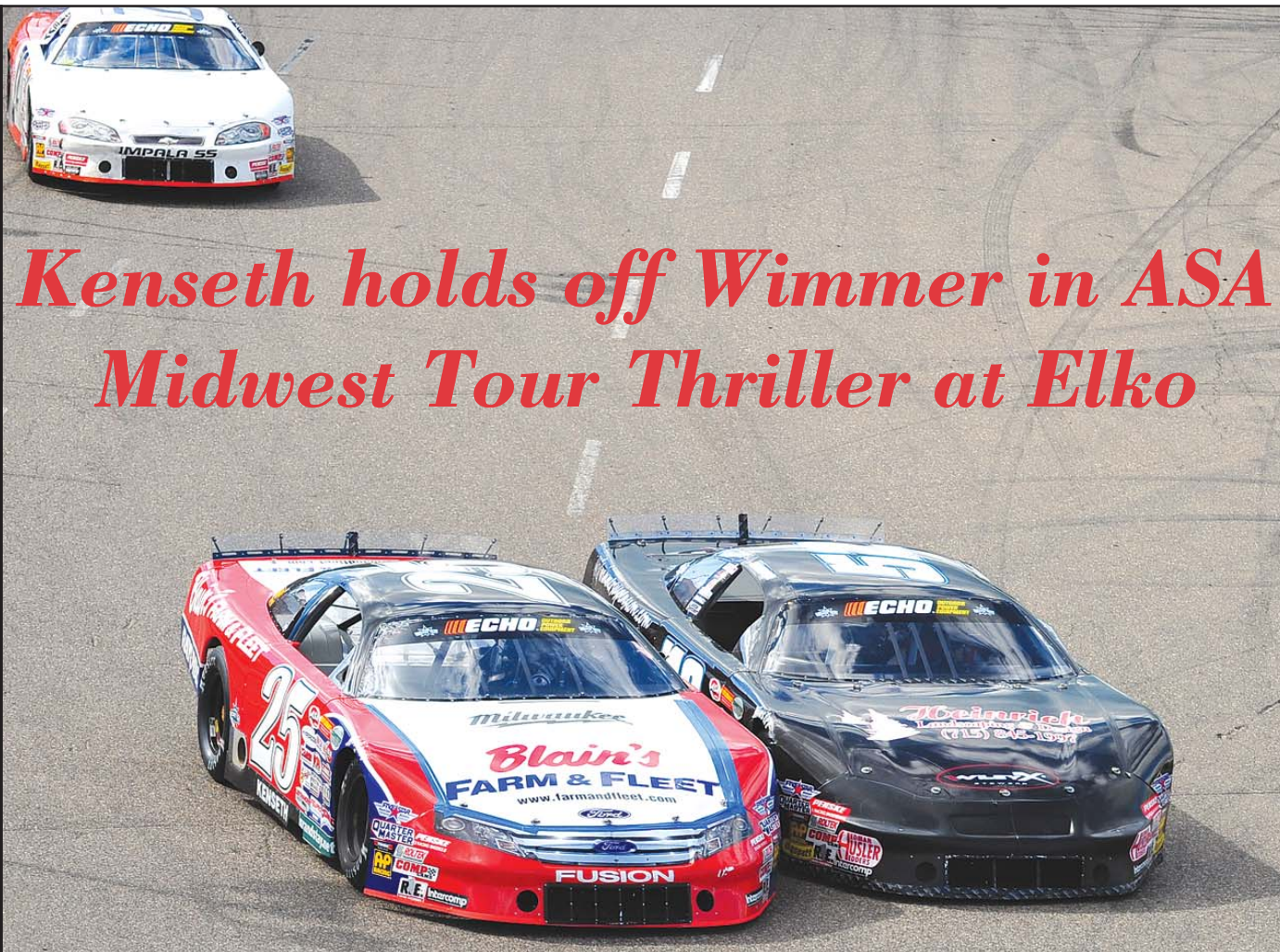
Thrills and Spills



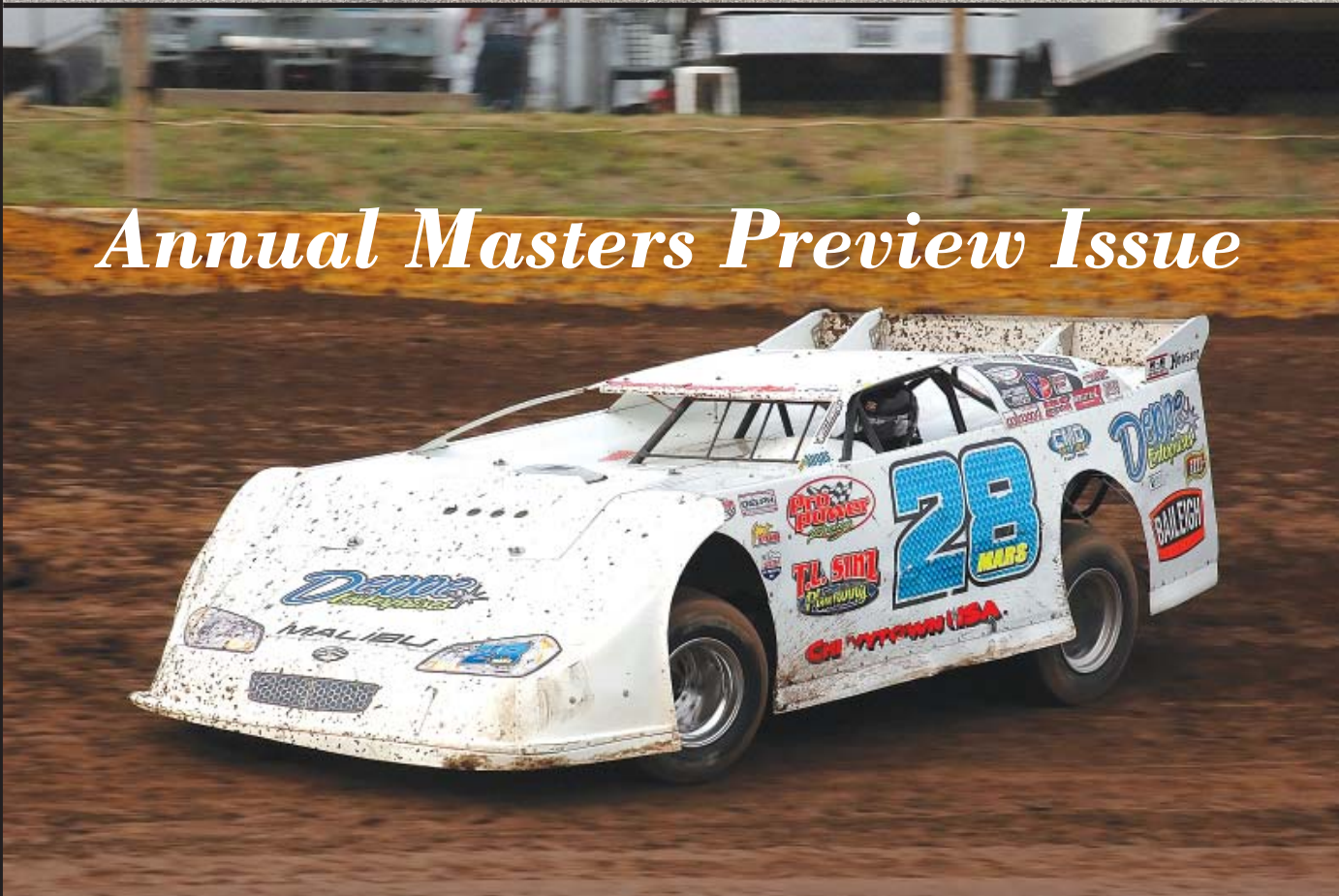
Two in One Day



The Official Word



Kenseth holds off Wimmer in ASA Midwest Tour Thriller at Elko



Annual Masters Preview Issue



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**THE MIDWEST
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THE MIDWEST'S SHORT TRACK AUTO RACING AUTHORITY

Publisher's Note

Racing According to Plan



Dan Plan

We've all heard the stories of the glories days where drivers raced five or six nights a week, and even two times in one day. I've been lucky enough through the years to have the chance to *watch* two races in one day, but rarely were the same drivers or cars involved. It's easy to watch two races in the same day during Speedweeks, with the afternoon qualifying races on Thursday, and then off to New Smyrna or Volusia at night. Or in Phoenix when Manzanita was around, we would catch the NASCAR races during the day, and then head straight over to the dirt tracks. Even in the state of Wisconsin, we've been able to make a swing to Kaukauna for an afternoon Artgo show years ago, and then off to Slinger for the Sunday night show, or Milwaukee for a NASCAR Truck race on Saturday afternoon, and then off to Jefferson in the evening. While this may not sound like fun to most people, it's something I look forward to. Since taking over the paper, my

Two in One Day

opportunities to make such trips have been few and far between. There's just too much work involved with getting the paper ready and not enough time to go to all of the races I would like to attend.

With the ASA Midwest Tour event scheduled for Saturday night at Elko Speedway rained out and rescheduled to a Sunday afternoon event, we had the opportunity to take in two shows in one day. Elko in the afternoon, and then off to Raceway Park in the evening. The best part of the deal was both shows were less than 30 minutes from home.

While I was looking forward to seeing two separate shows, at two different tracks close to home, I was actually more curious trying to figure out how many of the drivers would attempt to do the same. Despite what some people say about the differences in rules at asphalt tracks, Elko and Raceway have identical rules for several divisions. At the end of the day, Jacob Goede, Brent "The Freight Train" Kane, Adam Royle, and Ryan Johnson were able to race both tracks in one day. An extra effort award goes out to Kane and Royle for using the same car, at two different tracks on the same day. Just like they used to do in the good ole days. Goede and Kane ended up tied with the

Publisher's note continued on page 15



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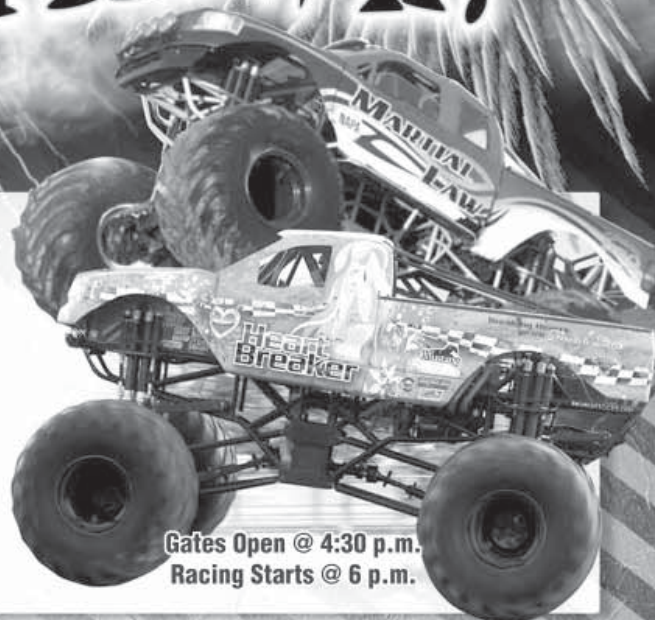
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The Inside Dirt



Stan Meissner

The UMSS recently held its second and third events of the season at the Kopellah Speedway on May 28 and Arlington Raceway on May 29. You may recall that the UMSS has lost three events to weather, two at Kopellah and the Billy Anderson Memorial at Cedar Lake which still could be rescheduled at another facility. Although individual racers might opt to race one night of the week at one track, most drivers in the Sprint Car ranks find it necessary to expand their horizons and race with a variety of clubs. The thought among the majority of Sprint Car racers seems to be “tell me what I need to do to make my car legal and I’ll come and race with you”. The small number of Sprint Car venues in the upper Midwest makes being willing to adapt a necessity for any driver that wants to race more than one night a week. Unlike other divisions that race around our area the decal on the car or the banner flying over the front gate does not matter to these “Outlaw” racers who will run anywhere their cars conform to the rules.

Not to imply that Sprint Car racers can’t be loyal because many do like to race one night a week and support their favorite track or series. Nevertheless, if you want to get some seat time in a Sprint Car at a variety of venues you’re going to have to get out on the road and be willing to adapt to a variety of rules. Ron Bernhagen of the UMSS and Bob Allen of Arlington Raceway and the IMCA have managed to unite the 360 Sprint Cars in central Minnesota and western Wisconsin and the benefits are already becoming obvious.

Kopellah Speedway saw 24 UMSS Sprint Cars check into the back gate on May 28 setting a UMSS record and drawing more cars than any class on the card. Joseph Kouba looked to have his first feature of the season in hand when a left rear wheel came off the car with only a few laps to go handing the lead to Brad Barickman. Brad would hang on to win his first UMSS feature of the season.

The UMSS saw an unprecedented six rookies competing at Kopellah including Anna Kouba, daughter of long time racer and car owner Joe Kouba. Anna had great success in Karts and ironically was the highest finishing Kouba in the Kopellah Feature thanks to her brother Joseph’s misfortune. In addition to coming from a racing family and having a background as an accomplished Kart racer, Anna is attending the University of Wisconsin Green Bay on a soccer scholarship. The current GRP Motorsports/BP Trading Company Rookie standings show Andy Jones leading, Ronnie Erickson second, Anna Kouba third, Blake

Anderson fourth, Jared Georges fifth, and Mark Yetter currently in sixth place.

The Kopellah UMSS field actually included two female drivers with Jennifer Eriksen making the trip up to Kopellah to try her luck on the tight quarter mile. Every time I see Jennifer drive I’m more impressed with her talent behind the wheel. She’s easy on equipment, knows how to stand on the loud pedal and can race wheel to wheel with anyone. I can’t verify this but it’s hard to imagine many open wheel races over the Memorial weekend aside from the Indianapolis 500 that included more women in the starting lineup.

The following night at the Arlington Raceway 21 cars showed up for the UMSS/IMCA Challenge with the highest finishing driver in each group receiving a \$200 bonus thanks to GRP Motorsports. Brad Barickman, who has already won a feature at Arlington in weekly IMCA competition, battled with Chris Graf who is quickly becoming Brad’s

nemesis every time he shows up to race at the Sibley County Fairgrounds. Graf would pass early race leader Barickman and score his fourth Arlington win of the season. A week earlier Graf had been rubbing elbows with Sammy Swindell and ASCS standout Shane Steward during the frisbee draw to determine starting position in the Jackson Sprint Nationals Dash. It should be pointed out that Graf’s early season success has promoted some cat calls from the naysayers on the message boards. Chris has

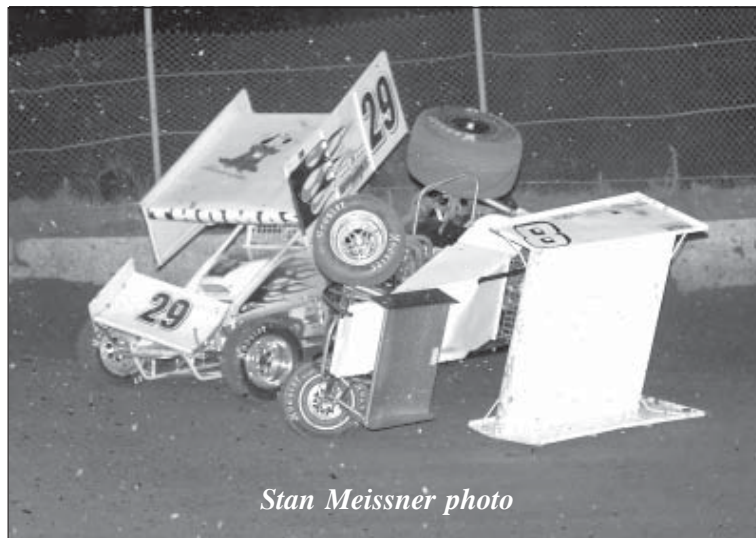
good equipment, knows how to tweak the setup and has a lot of talent behind the wheel, especially at Arlington where he began his Sprint Car career. Some find it hard to accept that, but the reality of racing in this day and age makes that combination a requirement if one hopes to find success. Check out the June 2nd “Inside the UMSS” show on midwestracingtalk.com to hear Chris’ rebuttal to his detractors as well as a word from Brad regarding his May 28 Kopellah win.

The next event on my schedule was the UMSS race scheduled for the Kopellah Speedway on June 4 but mother nature flooded the facility with an early morning rain. The track was “opened” to the elements and would have been

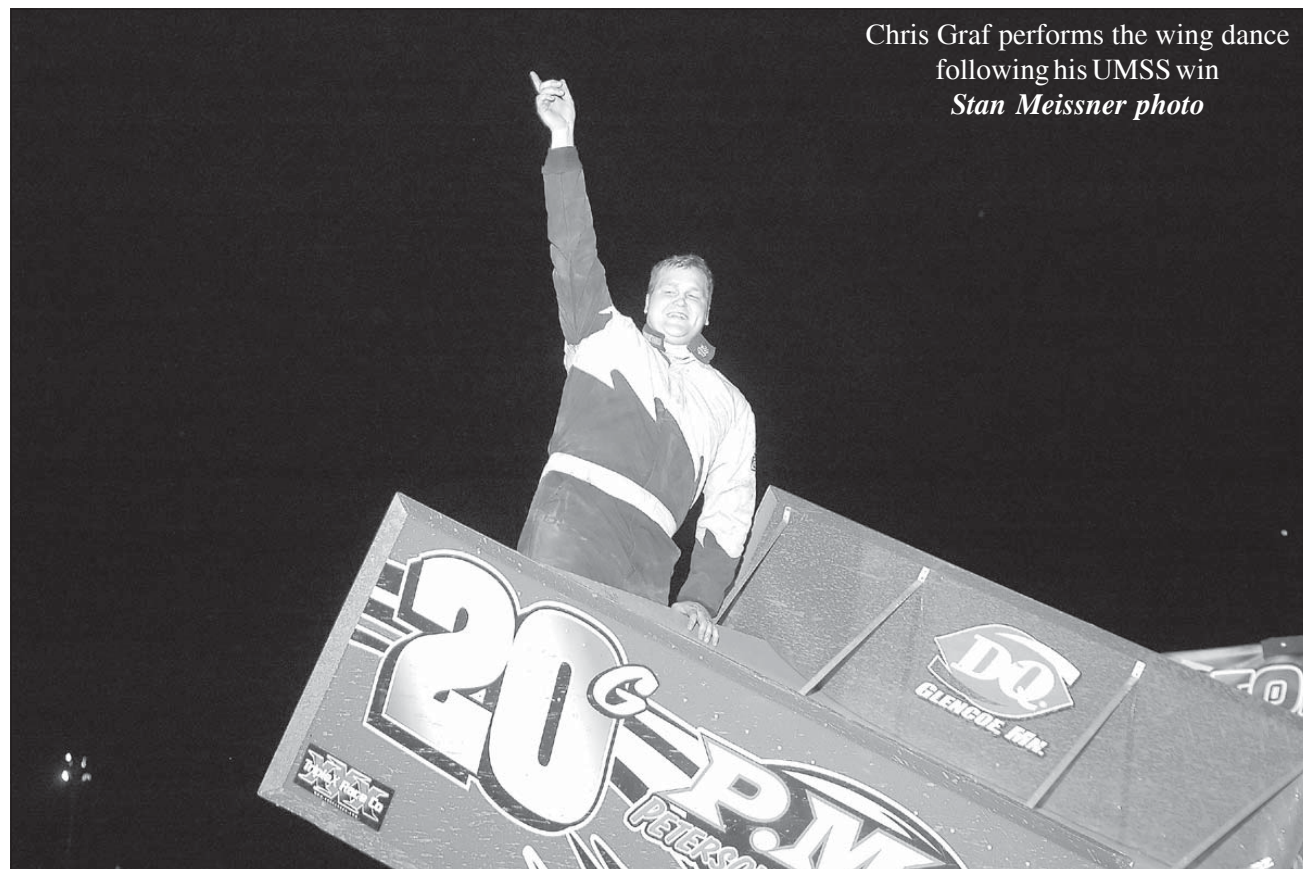
too rough according to track prep guru Ron Bernhagen. The cancellation and a family gathering the following night left me with no racing for the weekend of June 4-5. I highly recommend tuning into dirtvision.com where free audio of World of Outlaws Sprint Car races is available. There is no charge but you do have to sign up for an account which only takes a few minutes. The Knoxville Raceway happened to be

running a three day World of Outlaws show starting on Thursday night so I would get my racing fix by listening in as I had already done on Thursday night.

The Inside Dirt continued on page 15



Stan Meissner photo



Chris Graf performs the wing dance following his UMSS win
Stan Meissner photo

The Racing Geek



by *Jordan Bianchi*

Heading into the 2010 season there was little doubt NASCAR needed a big year. A year that would rejuvenate the sport and make people want to tune in each week and buy tickets to witness firsthand the spectacle that is NASCAR.

All the moves that NASCAR has implemented in the last year and change (double-file restarts, the “Boys have it” policy, and the three tries at a green-flag finish) were geared towards doing this, and recapturing a fanbase that had become disinterested

Before we get too far, let’s make sure we give NASCAR credit for the changes they’ve made. It’s always easy to sling arrows – and trust me; nobody slings more arrows than me – but I we need to acknowledge the job and the effort made by the sanctioning body in the past 12 months.

Although the television ratings and attendance figures remain stagnant, it hasn’t been for lack of action on the track and storylines aplenty off of it. To get everybody up to speed, let’s take a look back at what’s transpired in the first half of the regular season. And oh, what an eventful first part of the season it’s been.

Jamie McMurray surprises everyone by winning the Daytona 500 over Dale Earnhardt Jr. Dale Earnhardt Jr. surprises no one by continuing to run mediocre every week.

NASCAR makes a rule that expands the green-white-checked from one attempt to three. This in turn turns the last laps of a Sprint Cup into a glorified battle royal. Not that I’m complaining because it’s given me plenty of writing material, and god knows I need all the help I can get.

Danica Patrick makes her long awaited NASCAR debut.

Kevin Harvick, Jeff Burton, Clint Bowyer and the entire Richard Childress Racing organization put behind them a miserable 2009 season and reestablished themselves as an upper-echelon team.

Jeff Gordon calls out Jimmie Johnson and puts Johnson on notice that he’s not going to take anymore disrespect from his teammate.

Kyle Busch wins at Richmond and everybody proceeds to talk about the “New Kyle.”

Three races later, Busch accuses Joe Gibbs teammate Denny Hamlin of intentionally wrecking him and storms into his hauler to confront him following the conclusion of the NASCAR All-Star Race. Everybody is now talking about how the “Old Kyle” needs to go back to being the “New Kyle.” To me, it sounds like Kyle has multiple personalities and should consult a psychiatrist.

Kevin Harvick wins his first points race since the ’07 Daytona 500.

Ryan Newman wins his first points race since the ’08 Daytona 500.

Dale Earnhardt Jr. still is looking for his first win of any kind going on two years now.

Jimmie Johnson wins three of the season’s first five races, looks untouchable, and appears to be well on his way to his fifth straight championship.

Since the scorching start, Johnson is winless, and in the last five weeks he has just one top-10, and three finishes of 30th or worse. Even more shocking, some people are actually starting to wonder if the four-time defending champ is going to make the Chase this season.

Denny Hamlin, who is expected to challenge Jimmie Johnson for the title, blows out his left knee playing basketball in January. He defiantly says that the knee injury

won’t affect his season.

After not posting a finish better than 15th in the year’s first five races Hamlin announces at Martinsville that he will be undergoing reconstructive surgery. He then goes out and wins at Martinsville, has knee surgery and then wins two weeks later at Texas. At the mid-point of the regular season, he has three wins, is fifth in the standings and looks exactly like the driver we thought he was going to be in the preseason.

Dale Earnhardt Jr. with two good knees admirably grits it out every week to run mid-pack. (Sarcasm switch firmly placed in the “on” position)

Chip Ganassi becomes the first owner to win the Daytona 500 and the Indianapolis 500 in the same season.

With his first career Sprint Cup pole at Bristol, Joey Logano becomes the youngest polesitter in series history, and continues to demonstrate why everyone thinks he is the next “Big Thing.”

Jack Roush’s four car team continues to struggle, with only one win in the last 47 races. On a related note, Matt Kenseth has only led 33 laps this year, while Carl Edwards has led just two.

No driver has led more laps than Jeff Gordon this season. He has been out front a total of 712 laps. Despite that and despite being in position to win in the closing stages of a race a remarkable seven times, he has zero wins to show for it. The driver, who once was regarded as one of the best closer’s in the sport’s rich history, has looked shakier this season than an alcoholic needing a stiff drink.

Regardless of the fact he has four drivers under contract through 2011, Rick Hendrick shocks no one by announcing he has signed Kasey Kahne to a long-term deal. Kahne will replace Mark Martin in the 5 car no later than ’12, but most, including myself, expect the move to happen sooner rather than later.

Dale Earnhardt Jr. continues to show he is this generation’s version of Kyle Petty.

As you can see, from Daytona to Charlotte it’s been a rollercoaster ride and thee are no signs of the ride ending anytime soon. If the next 13 regular season races are anything like the first 13, buckle up and enjoy the ride.



The Lady and the Track



Molly Vadnais

In these times of economic hardship, everyone is struggling to find funding for their teams. From the Cup series down to weekly racing, teams are trying to find companies that would benefit from taking a turn on the hood of a car and in turn, by some big bucks. Now seems like a perfect time for some companies of, well, less then stellar recent incidents to jump on board the sponsorship train and get some positive press. Here is a list of some companies that might want to look into this opportunity and what they need in a driver to be successful:

Denny Hecker's Auto Sales

Slogan: Drive it like it is going to be repossessed.
Paint Scheme: Green like money with the number \$550 Million

The driver that takes this ride might have to provide his own financial backing and keep a close eye on the finances. Additionally, they must be willing to buy back their own race car at numerous auctions and not be tempted to say screw it buy the Cadillac Escalade golf cart.

Toyota Corporation

Slogan: Moving Forward (just at an extremely fast rate and don't expect to stop)
Paint Scheme: A blur of red so we can keep an eye on the moving target

This ride is for the driver that does not like to lift because that is a distinct possibility in this ride. Must not have a fear of going fast, like to live on the edge and take even the victory lap at full speed.

Sex in the City 2

Slogan: The only thing those girls have not ridden on is this car.
Paint Scheme: Cosmopolitan Pink with a hint of green with envy, car number 4

In order to qualify for this ride you must be willing to ditch that dirty old driver suit and slip into a cashmere-lined silk suit with a paisley print and a Channel logo. Additionally, you are required to take an extremely long time to complete the race, saying terribly obvious puns over your in car radio.

BP

Slogan: Our oil only slows down wild life.
Paint Scheme: Green, with a red/brown splatter paint effect, car number 7 (as in 'please make the 7th time we tried to plug this sucker actually work.')

When you sport the BP oil splattered car, you must remember optimism is the game. You qualified towards the rear of the field, you must spin it so it seems much better, i.e. "We qualified SECOND (mumble: from the back) and BEAT SOME QUALIFIED DRIVERS (mumble: the one behind us and those guys going home) and this time we are going to WIN (mumble: or fail miserable but act so positive you think we actually did.)"

AIG

Slogan: It is good at the top.
Paint Scheme: Bailout Blue with car number \$170 Billion

If you take this sponsor, you can't worry about the little

Searching for a sponsor?

people. You need to remember that your pit crew does not need money because you, as the executive driver, are the most important person ever. If you run into trouble, ask the government but don't forget to pay yourself first!

Tiger Woods

Slogan: Drive fast enough not to get caught.
Paint Scheme: The color of an embarrassed blush at being discovered, number 12 – no wait, 13...up to 14...anyone else?

If anyone needs some good press, it is the Tiger. Female drivers need not apply...at least until the divorce is finalized. Driver must be willing to spend time at shady clubs, picking up shady women, and wear a lot of collared shirts. The ability to intercept text messages and block blows from golf clubs are a plus.

Jersey Shore

Slogan: I'll show you the situation!
Paint Scheme: The color of orange fake tan, number 1 (fist pumping in the air)

As the resident driver, being a Guido is a plus. Unfortunately due to testing, juice heads need not apply. It is necessary to talk with a strong accent, listen to house music and there must be room in your helmet for either your oily spiked hair (Guidos) or your poof (Guidettes.)

As you can see, marketing opportunities abound if you are willing to align yourself with some businesses in need. What is a jail stint, embarrassment or possibly having to testify against your boss in a court of law if it means money to race? So good luck to everyone hunting for sponsorship and keep your eyes peeled for the next big scandal.

** Everything I mentioned should be taken in good fun and for comic relief. Please don't get upset if something I mentioned hits close to home because sometimes your only choice is to laugh about it!*



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Going in Circles



By Charlie Spry

We took in the Sunday afternoon opener at the Madison International Speedway, a track that I don't get to nearly often enough. Although it was a very hot afternoon, they had a decent turnout of fans, and a very good car count. I was especially surprised to see a very strong field of four cylinder Bandit cars, enough for their first ever last chance race, or as we called them in the old days, "semi-feature."

Nice to see Mike Taylor get the victory in the feature for the sportsman cars. Mike, who is a blue oval Ford guy through and through always does his racing with a car that has all Ford equipment. Mike may even wear blue oval underwear for all I know. O.K., we won't go there. Anyway, nice drive to get the win by holding off Chico Riedner, which is no mean feat.

Scott Broughton took the late model win over a strong field of cars. I thought Bobby Wilberg or fast timer Zack Riddle might have something for him, but it didn't turn out that way. Scott looks very strong this year.

The most attention getting car present has to be the late model of Brad "Taz" Becker. His bright pink, green and orange car can't be missed. What was more surprising is that there were no sponsors on the car. Anyone looking to sponsor a car would sure get their name noticed on this car. It just screams for attention.

Chester Ace dominated the Bandit division, picking up where he left off previously. He had a good weekend, as he also captured the feature at Columbus on the Friday night beforehand, albeit with a different car.

Mike "Spike" Storkson has an interesting car that he is racing in the hobby stock division, with an even more interesting story behind it. "This is Dad's old car that he used to race," Said Mike. "It has been sitting since 1995, and before Dad raced it, it was raced by Dave Baerwolf at Jefferson. I have pictures of myself sitting in the car when I was three years old, holding a checkered flag, and now; here I am, racing it." The car is a 1965 Chevelle, which can trace its heritage back many years.

We started off our Memorial Day weekend with a trip to the Columbus 151 Speedway on Friday night. Jim Tate Jr. had another good showing with his late model, leading a good portion of the feature. However, a couple of cautions brought the ominous black car of Scotty Ollerman up to his tail, with Ollerman making the pass for the lead and ultimate win, taking Nick Wendt with him. Still, third place was Tate's best finish with a late model car, and I think he will get a feature victory soon, he is driving smart. Jim did a little double duty, as he also brought his hobby stock along, taking their feature, gaining a nice sum at the payoff window.

Phil Denikas looks very strong in the sportsman division, looking impressive in his feature win by passing the field on the outside, which is tough to do here. Kale Peterman took the victory in the Thunderstocks, while Dave Schmidt took the win in the Bandits in a very wild race.

I was surprised to see the reappearance of Calvin Krieger tonight. I had not seen his car in several years, so to see it pulling into the pits was a bit of a surprise. Calvin raced the car several years ago in the sportsman division, then more or less disappeared. "It last raced in 2003," Said Calvin. "I was here watching a couple of weeks ago and thought the car might be able to run as a Thunderstock now, so I got some help from the Schwark's in getting a motor in it, and thought I'd run it again. Everything looks okay, so it should be good to go." The Thunderstock division was created with the idea of giving old race cars another life, and it seems to be doing just that. Nice to see the red and white early 1970's Cutlass back out with Calvin again.

This year there is a good field of cars present in the Backup division, with Dustin Von Allmen's pink car the most outrageous, or maybe Wayne Hook's car with the walker on the roof. This being in reference to announcer Randy Kamenick giving Wayne a hard time about being 102 years old. No, he's not, really. Matt Wachuta looks to be the man to beat this year, already going three out of four for the year so far in feature races.

Saturday at Jefferson we saw another nice field of cars go through the pit gate. Rob Myers has been racing his late model here the past couple of weeks, getting some serious track time. I talked with Rob last year when he gave Columbus a try one night, and he noted that he felt he needed more track time to gain experience. He races weekly at Slinger, and they don't run heat races, so he felt the need to do a little traveling to gain seat time.

Late model racer Trent Erdman has a new car this year, still working on getting it set up the way he wants. "It's a former Jamie Wallace car that was raced at Slinger," Said Trent. "We are just a tick off on something, we need to find it, and we aren't quite there yet." Trent then went out and won his heat and the semi-feature to transfer to the feature, which is a real accomplishment here. His car is painted a beautiful maroon color called black cherry, with sharp looking lettering. "We went a little wilder this year with the graphics, and the colorful numbers. I'm usually a pretty conservative guy, but we did it a little different this year," Said Trent. The car looks very sharp.



Photo by D's Racing Imagery

Talked once again with sportsman racer Adam Bleskan, who is back racing after several years off, and is running his first season at Jefferson. Adam had some tough luck early this year when he crashed into the turn two wall, but amazingly, he and his crew got the car ready again in quick order. "We would have had it back the next week, but it rained out, so we had to wait another week. The frame was okay, but we had to fix a lot of bolt on stuff. The crash was all my fault, driver error. Nobody got into me, nothing broke, just my fault," Said Adam. "We are getting better every week, getting faster. I just have to shake the rust off, it's been awhile. It was great to get a win after all we went through." Adam scored a heat win a couple of weeks ago, and has been getting faster each week with his sharp looking car.

Scott "Chico" Riedner won the sportsman feature, but had to work at it in order to get by Phil Denikas, the

Going In Circles continued on page 16

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Auto Racing Facts, Observances and Opinions



Dale P. Danielski

You can't help but appreciate the sheer speed of a Sprint Car. It's not too often the case but we had the chance to experience the sensation here at Huset's Speedway of Brandon, South Dakota Memorial Day weekend.

It is exciting to watch these high powered racing machines in an actual race, but I've always thought the most exciting track time for these cars is during time trials. Yes, I said that and while you're picking yourself up off the floor from the chair you just fell out of lend me your ear for a second. Huset's Speedway is a 3/8 mile clay oval track. With time trials first on the program, the track is at its fastest best. Tacky enough to pull your shoes off your feet if you walk on it, and wide enough with multi-grooves available to use the entire racing surface. The excitement comes in when the

sprint car guys get on the throttle and don't lift their foot off the floor all the way around. The result here is fast laps under 11 seconds. For me, this is the best part of the show. Generally this is the case wherever you go to a dirt track that is 3/8 of a mile or larger with the Sprints running, and if you aren't impressed with that you aren't breathing.

Case in point, Scott Winters set the fast time of the evening at 10.943. That's actually a couple tenths slower than the track record if you can use the word slow in this context. Fastest on the night doesn't guarantee a win however as Jody Rosenbloom sped to his first career feature win with Winters settling for 4th place just behind Greg Bakker and Lynton Jeffrey. The name Wolfgang appears frequently in results here at Huset's but its Robby not legendary driver Doug. It's racing in the blood however as Robby is Doug's son. Young Wolfgang drove a steady race tonight and finished 6th in the main.

It was timely and appropriate for Joe Riedel to get his first main event win in the Championship Sprint Division at the track on Memorial Day weekend, as he has served two tours of duty overseas as a member of the National Guard. Included as part of the Huset's weekly race card are the B Modifieds. Not so long ago, brothers Steve and Greg Rubin stated to me they'd never have modifieds competing at their race track. "This is a Sprint car track; fans come to see the Sprints not open wheel modifieds". Never, as they say, is a very long time. Huset's now has three divisions of Sprint cars competing. Northern Outlaw Sprint Association, Championship Sprints and USRA Sprints. Not sure what all the differences are from each as they look nearly identical, but I'm sure economics have come into play and many can't afford the wide open type Outlaw Sprint car. 42 cars in the three divisions were on hand tonight.

Here and there...Jon Eilen from nearby Hampton, MN was getting in some track time for the upcoming ASA Midwest Tour race at Elko Speedway by competing in a local show on a recent Saturday night. After a competitive night of racing the team left their race car tractor/trailer at their shop and headed off for some late night supper. 20 minutes later they received a call stating the tractor was on fire. Sadly, the unit was a total loss but the fire didn't reach the trailer or worse yet the shop. According to Eilen, "We were planning on doing some updating to the hauler, now I guess we'll have to...And the great leveler, rain almost leveled this guy this past weekend. We headed up to Elko Speedway for the ASA Midwest

Tour race on Saturday June 5th hoping to see some great action as the Tour was holding their second event of 2010. Rained all day and was postponed so we decided to make a mad dash to La Crosse Fairgrounds Speedway and hopefully catch the show there. Rained out that show too. It rained so long that Mother Goose was walking her Goslings down the road next to the pit area at Elko. Obviously race engines weren't running so no threat there. Travis Sauter was prepared for waiting out the rain Saturday night. "We were planning on the victory celebration so we got a room for tonight" The rain didn't quit soon enough though and of course no one was celebrating victory Saturday. Sunday dawned with clear skies and although clouds rolled in and it did rain again it didn't deter the ASA Tour group from getting Saturday's rained out show in. For Ross Kenseth the wait was well worth it as he scored his first ever ASA Midwest Tour win in the 100 lap feature. Kenseth was quick all day but had to hold off Chris Wimmer in the late stages of the race for the win. Is it history in the making? Kenseth has succeeded thus far at each level of racing he's competed in. Along the way he's raced and won at some tough old tracks that have taken veteran drivers years to conquer. Although no one at this point is talking about it much how long before he gets a shot at some big time racing events. Can you say ARCA? NASCAR? The kid is good and you know he will get his shot at it...Speaking of ARCA while wandering around waiting out the rain we drove by the Country Joe race shop near Lakeville, MN. Can anyone tell me the significance of the race car hanging in the tree? Bumped into racers Adam Hensel and Doug Hillson at Elko. The two were searching for some dirt racing to watch but were washed out and headed to the paved track. Hensel is currently racing throughout the region in a dirt Late Model while Hillson was still celebrating his first ever USMTS Modified feature victory at the Chateau Raceway of Lansing, MN. Hillson raced on pavement back in the day and was also a regular on the USMS Tour run by yours truly. Hensel has raced pavement as well and is also a former WISSOTA National Champion. Much more to come...next time around.

Dale's Picture from the past



#29 Doug Wolfgang vintage year 1984 in the Weikert's Livestock machine at I-70 Speedway



Ross Kenseth and Chris Wimmer do battle at Elko Speedway
Dale P. Danielski photo

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Rock and Race**Paul Pittman**

The problem with getting older is that, sometimes, you step back and look at what you have accomplished in life and wonder to yourself, what else can I get done yet? It worked for Hollywood, spawning the movie “The Bucket List” and always seems to come up more frequently in conversations in direct relationship to the number of candles on the birthday cake. I am telling you this because of a recent conversation I had with my guitar player and our band’s song writer Jim Fairfield. In a very deep recent discussion, we talked at great length about the subject and it was decided that we would start to focus on getting as many of our songs recorded as possible. Hmmm.... Funny

how a conversation geared toward establishing a steady pace suddenly switches to an all out race with Father Time.

What this also means is that studio time will probably take up more track time in the near future. Damn! But we love making music and the freedom of exploring our emotions is nearly as exhilarating as sitting behind the wheel at speed. Almost... Anyway, the whole point of this is simply to let you know where I am at this point vs. where I wanted to be.

Anyway, speaking of that, I decided to give Steve Sinclair a call after the Memorial Day Weekend festivities (Author’s note: Festivities in race terms mean hard work, plenty of dirt and more stress than most doctors would recommend) and get his thoughts on the early part of the Interstate Racing Association’s season and how things are looking with the big races coming up on the IRA schedule. Now, when you call Steve you have to realize that nine chances out of ten, he is going to be busy. That is totally understandable and acceptable when you consider the fact that his efforts, along with his staff, have kept the IRA not only afloat, but one of the country’s premier 410 racing clubs.

With the continuing decline of 410 racing nationwide, it is amazing that we are fortunate enough to have the club in our backyard. But again, it is not easy. So, when the follow-up call came from Steve, I was ready. Right to the point then:

Q: Looking at the early part of the 2010 season thus far, are you satisfied with the performance and have you experienced any pleasant surprises yet?

A: Yes, actually! The car counts are steady and we’ve already got a great battle for the lead in points between Billy Balog, Scotty Neitzel with Mike Reinke only 5 points behind them. A lot of guys are stepping up their programs and some of the newer faces like Philip Mock and many others are coming into the forefront and making their own presence known.

Q: With the recent trip to Michigan over the Memorial Day weekend now behind you, where do you see that area in comparison to other areas like Wisconsin and Minnesota?

A: The Michigan experience is just that, an experience. It is always good to get back there, not only because of the great racing but it also gives us a chance to visit with many of our corporate sponsors and show them firsthand what

they are getting. Lane Automotive always has a huge open house at their facility, which is a first class operation, and many of our teams stop in enroute to visit. Of course, Bumper to Bumper headquarters is also located in the area and we are truly fortunate to have their continued support. Hartford is a BIG track. They say it is a half mile but it’s more like a 5/8’s mile. It’s big and it’s fast and unfortunately, the 360s cannot run it like a 410 does so many of the teams there choose not to compete against us when we run there, but there are a few who make the trip. Jim Borden has really turned the facility into a very fan friendly facility. Quite frankly, it’s in probably the best shape I’ve ever seen it. Dustin Dagget and Gregg Wilson came in to run against us and Dustin won the show, but he honestly has a lot more laps at Hartford than Scotty (Neitzel) does. Gregg is a multi-time All-Star Champion and he ran a distant 3rd to Dustin and Scotty. That’s just how fast they were running. But it’s also a learning experience. For example, Russ Borland had a career weekend, making the A Main all three nights with a 6th place finish at Hartford. But the guys like to run North. With the logistics involved and trip permits, it’s is just getting too complicated and expensive to run the road like that on a consistent basis, so the stop at Wilmot and then up to 141 Speedway were welcome. Wilmot saw Tommy Sexton grab the win (his first IRA win) and Mike Reinke scored a win at our first ever visit to 141. First of many visits to 141 I might add. It is such a great facility with all kinds of potential.

Q: Your thoughts on the recent accident involving Jesse Hocket.

A: Jesse was one hell of a competitor. He was old-school! A real outlaw. He would race anything, and anywhere whether it had a wing or not. My best memory was last year’s race at Burlington. He spun early in the A Main and had to go to the rear. He came from the very tail and ended up running a challenging second place that race. It really demonstrated just how fierce a competitor he was. Always on the gas and one of the most versatile drivers I’ve ever met. I’m not quite sure of all of the conditions and what happened. I’m sure he was, just like anyone of us, just trying to get things ready. He’ll definitely be missed.

Q: What kind of impact has there been on the IRA involving the economic downsizing of teams nationally?

A: In all reality, we saw more last year than this year so far. Sure, a lot of teams have really cut their budgets and cut back significantly, but so far, it has been pretty much like we expected. Teams are going to take advantage of big races when they are nearby, as their budgets dictate. Take Brooke Tatnell for example. He has scored two wins already, but that is mostly because that team is on a budget. They are racing where they can. Keep in mind that Brooke is also a full time IRA member, scoring series points and other benefits just like other members so it is no different. He has raced with us enough over the years anyway that most teams see him as just another one of themselves. No, at this point, I really do not see much difference in the greater scheme of things.

continued on page 11

*Stan Meissner photo*

The Official Word

Tim Johnson - Raceway Park



Martin DeFries photo

Position: Race Director

Favorite Food: Hot and Spicy Mexican & Monster Energy

Family: Peggy (wife) daughter Abby (6) and twin boys Will (3) and Jake (3)

Item you enjoy most about your weekend job: This is a hard question; there is so much I enjoy on a weekly basis being the race director at Raceway Park. But my favorite thing would be acknowledging accomplishments.

Most memorable moment: As a race director the very first race that I ever directed. It was an overwhelming experience and responsibility. And personally my most memorable moment is meeting my wife on the 4th of July 1990.

Most forgettable moment: I don't know, I forgot. Really, I don't have any forgettable moments they are all learning moments to me.

Rock and Race continued from page 3

Q: Looking forward, do you have a preview and what are your expectations for Deer Creek on June 12th?

A: Deer Creek is another place that our drivers love to race at. It's wide, fast and racey. Scott Bierter scored his first IRA win there a couple years ago and a lot of drivers have had a great deal of success there as well. It is a track that anyone can win at one any given race night. The Queensland family have done a great job of making the facility one of our favorite annual stops. It's always well prepared and we are definitely looking forward to the visit.

Q: The Masters?

A: Yeah, The Masters. It's going to be interesting this year with the UMP Late Models joining us on the bill. We look forward to the Masters each year now and this year is just as exciting, because of that. A Late Model/Sprint show is always exciting. We're expecting a good car count again and they always provide us with a first class racing surface that is lightening fast. This years show could be the best yet, and that's saying something.

Q: Elko Dirt Nationals?

A: Last year was such a success. It started out a big question, which is what actually kept some teams from competing. Some just were not sure about covering the asphalt with clay and how it would hold up. We all found out that it was more than doable, it worked well and I think this year, with that uncertainty out of the picture, it will be even bigger than last year. We are running the last weekend of the deal this year which means the track should be at its best too. The facility is great too. They have a post race party there that is second to none with a complete facility inside the venue to accommodate. Last year was FUN! This year should be even better.

So, there you have it. In a nutshell. What the conversation told me was simply the best is yet to come and it sounds like it will be primarily in the Western WI/Eastern MN area when it happens. In the meantime, I'll be chunking along with headphones on myself, pounding on the bass and putting together the songs that we keep coming up with. The problem is that with well over fifty original songs to record, which ones do you start with and how do I make time to hit the track. Maybe I can talk Jim into taking a break and hogtie him long enough to get him to a race. In this case I am not sure if it is a good thing. It just might inspire him to another couple dozen songs to record. In the meantime, feel free to give us a listen online at thefibs.com and let us know what you think of the songs.

Hopefully, you'll be able to let me know in person as I am still working on ways to duck work and get back out to the track. In any event, I hope to see you soon. In other news, I am trying to convince Dan into starting a "letters" area from you guys so that we can get your feedback. It would maybe give you a chance to voice your opinions, ask a question to a specific writer or just say hello to your favorite driver; yes, they read this too! So here's what I say. If you are reading this, think of a good question and send it to Dan! I'm sure this will help take me off his Christmas Card list but we'll see who is reading this. If perhaps you are actually in the can reading this, wait though.



Stan Meissner photo

THE MIDWEST RACING CONNECTION

Photo Gallery



Scott Hoeft back in victory lane for the American Short Trackers
Jimmy Ambruoso photo



Bomber winner Tim Hollen
Martin DeFries photo



Thunder Stox winner Andy Moore
Mary Schill photo



Six Power Stock main event wins for Josiah King at Elko Speedway
Martin DeFries photo



Billy Mohn picked up his first career Super Late Model win at Elko Speedway
Martin DeFries photo



Sportsman winner Rick Schermerhorn
Mary Schill photo

THE MIDWEST RACING CONNECTION

Photo Gallery



Bandit winner Mark Johler
Mark Melchiori photo



Hornet winner Kevin Bradwell
Vance Birno photo



Modified winner Jason Miller
Jerry Zimmer photo



Short Tracker winner Michael Beamish
Martin DeFries photo



Midwest Modified winner Dan Wheeler
Vance Birno photo



RoadRunner winner Charlie Frisch
Jimmy Ambruoso photo

Masters Preview

With this year's Masters event at Cedar Lake, a little something new is on tap for race fans. Over the years, the format for the Masters at Cedar Lake Speedway has been tweaked to find just the right combination. The past several years, the show has been a combination of different sanctioning bodies for the Late Models and the IRA Sprint Cars. The IRA Sprints will continue with a complete show each night this year, and will entertain open wheel fans both nights.

New for this year, an extra added bonus has been added for the Late Model fans. The Masters will now be first weekend event for the UMP DIRT car Summer Nationals. The Summer Nationals have also become known as "The Hell Tour", as 29 events are scheduled between June 16 and July 17.

Last year, Jimmy Mars (in the Late Models) and Scott Winters (in the IRA Sprints), both won the Friday night and Saturday night main events. With the addition of the UMP DIRT car drivers being part of the show, Mars will have his work cut out for him to defend the title. Winters has four in a row, as he also won both nights of the Masters in 2008. The IRA regulars, along with other Sprint Car drivers from the area will be ready to keep Winters from making it six in a row.

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

Sprint Car Winners

6-17-05 - Wayne Johnson
6-18-05 - Scotty Neitzel
6-15-06 - Rained Out
6-16-06 - Travis Whitney
6-14-07 - Travis Whitney
6-15-07 - Travis Whitney
6-13-08 - Scott Winters
6-14-08 - Scott Winters
6-19-09 - Scott Winters
6-20-09 - Scott Winters

Stan Meissner photos



The Inside Dirt from page 5

Notes of interest:

I made a resolve after my last column to not mention Brooke Tatnell in this issue. My reasoning was that I have written about him in just about every issue of MRC so I thought it might be time to put some other drivers in the spotlight. After making my resolve wouldn't you know it, Tatnell went out and did something that I had to comment on. Goliath showed up at the Knoxville Raceway for the three day Outlaw show in the form of Tony Stewart Motorsports along with Kasey Kahn's Outlaw team and a host of other "giants". The Forest Lake Aussie racing out of a humble two car garage towed down to the Sprint Car Capitol of the World and proceeded to put a whoopin' on the money. Tatnell won his heat, won the dash and won the feature against the best in the business on Thursday June 3.

By the time you read this one of my favorite 360 Sprint Car races of the season will have been contested at the North Central Speedway in Brainerd. Unfortunately I was not

Anna Kouba is one of the drivers running for Rookie of the Year with the Upper Midwest Sprints this year.

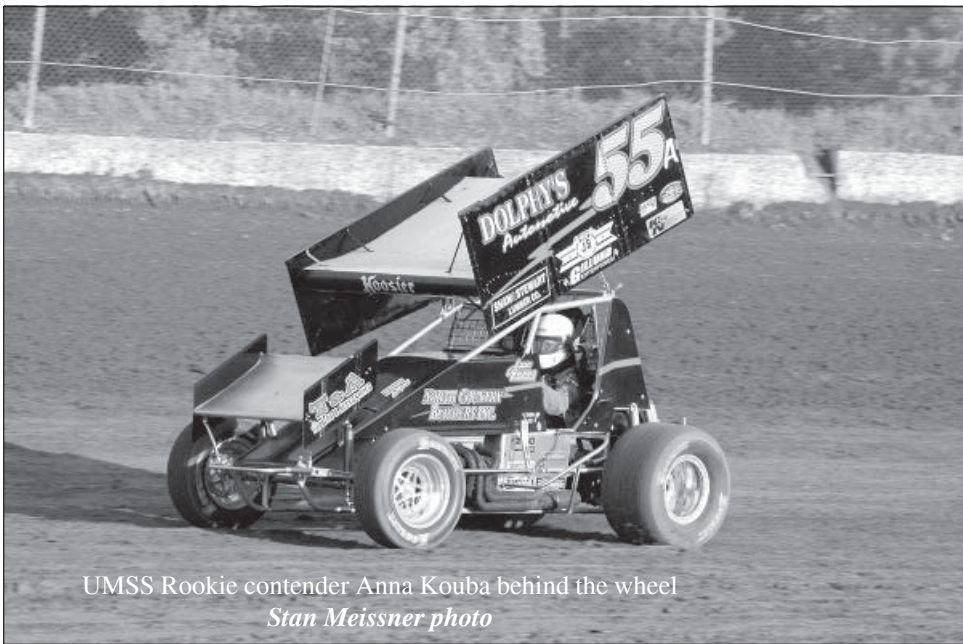
Stan Meissner photos



able to attend the Kouba Memorial on June 5th due to family obligations but I have had the privilege of attending quite a few of them over the past decade. I encourage you to listen to the June 2nd edition of "Inside the UMSS" for more information about this long standing traditional event.

If the large fields of UMSS sprint cars that turned out at Kopellah and Arlington for the UMSS/IMCA two race weekend are any indication we can look for similar fields at the Elko Nationals and Jerry Richert Memorial. I would expect Friday night Kopellah races to continue to draw large fields on the double header weekends as well.

The Masters, featuring UMP DIRTcars and IRA 410 Sprint Cars, is coming up at the Cedar Lake Speedway on June 18-



UMSS Rookie contender Anna Kouba behind the wheel
Stan Meissner photo

19. This is one of the few combined Sprint Car and Late Model shows in our area and the Sprint Car show is going to be a dandy.

We'll see you at the races!

Publisher's note continued from page 3

best average finish in my own personal score card. The tie-breaker would be Kane getting a win at Elko, with Goede's best finish of the day being second at Raceway Park to go along with a third in the ASA Midwest Tour event at Elko earlier in the day. While I've been openly critical of the asphalt drivers not racing near as much as some of their counterparts at the dirt tracks, it was encouraging to see guys hustle to load up their equipment and get on the road for another asphalt race. They've got the true spirit of racing in mind.

Miscellaneous Race Notes:

We recently received a letter from Paul Gillund after running the picture of the Justice Brothers delivery van in mid-air from our previous issue. Paul wanted to make sure the winners of the event were recognized for their efforts in the Dukes Jump contest. Bob Crook from Hopkins was the winner, second place went to Schaloan Cepek from Shakopee, and third place was Katelyn Larson of Chanhassen.

Cedar Lake Speedway recently held their first Free Admission night. From what I saw, the event looked like a success. The crowd was considerably larger than a regular weekly show, and probably close to what we would see for

some of the special events. The drivers had an opportunity to race in front of a large crowd, and the fans were able to watch a great show for free. There may be no such thing as a free lunch, but it looks like there is such a thing as a free race.

Raceway Park has quietly been making a tradition of sorts with their Sunday night programs held over the Memorial Day and Labor Day weekends. I've heard of the good times had by the racers and fans on these weekends, and decided to take part first-hand this year. There was more food available than any buffet I've been to, and to top it off, there was a pool and even a campfire to warm up next to. Thanks to all of the racers, crew members, fans and officials for keeping me entertained until the wee hours of the morning.

The ASA Midwest Tour rolled into Elko Speedway for their first visit of the year to the state of Minnesota. This was the second time we've seen the ASA MT drivers this year, and this show was a barn burner. I've always maintained that Elko consistently provides the best side-by-side racing of any asphalt track I've seen in person. This show once again proved this. Look for a complete race recap in this issue of MRC.



Vote for your favorite driver in the 2010 F.A.N.S. Fund



Fill out this form and drop off at the Cedar Lake Speedway Souvenir stand or mail to;

Driver 1 _____	Driver 4 _____
Driver 2 _____	Driver 5 _____
Driver 3 _____	

F.A.N.S. Fund
19160 English Ave.
Suite 100
Farmington, MN 55024

KENSETH TAKES HOME FIRST EVER ASA MIDWEST TOUR VICTORY

By: Kari Shear-Carlson

After getting rained out on Saturday, the American Speed Association® Kwik Trip Midwest Tour presented by ECHO Outdoor Power Equipment and grandstay.net had a full day of racing today. Ross Kenseth, driver of the #25 Blain's Farm & Fleet Ford Fusion took home the checkered flag for his first ever ASAMT victory.

The 26 car field took the green flag led by Bloomington, MN driver Dean Cornelius and Sparta, WI driver Tim Schendel. An early caution on lap four for Joel Theisen bunched up the field and Kenseth challenged Schendel at the restart. On lap 12, Kenseth took the lead on the outside and quickly caught lapped traffic. Chris Wimmer and Jonathan Eilen had a great battle going for third position. Eilen took over the second spot from front-row starter, Tim Schendel and Wimmer followed for third.

The second and third cautions of the day came out for Dean Cornelius and Jeff Storm both spinning on separate occasions in turn two. 2009 ASAMT Champion and last year's Elko winner, Steve Carlson broke an a-frame on lap 44 ending his day. Eilen wasted no time at the restart challenging Kenseth for the lead, but was unable to take the top spot. Wimmer took the opportunity and got by Eilen for second and Schendel followed through for the

third spot. Several laps later Eilen slowed in turns three and four and was off the track with an ignition problem. Wausa, WI native, Chris Wimmer started challenging Kenseth on the inside for the lead on lap 67. They fought side-by-side until lap 73 when the fourth caution of the day came out for Jeff Storm spinning in turn two. When the green flag dropped, Wimmer dove to the inside of Kenseth and took the top-spot with ten to go but Kenseth powered back on the outside to take it back.

As Wimmer and Kenseth continued to battle, Jacob Goede was methodically moving through the field and caught up to the leaders with five laps remaining but did not have enough to get by them. "If we would have had a little bit better starting spot, I think we could have challenged them a little bit better. They were running side-by-side and I was running all over the track so, if they would have gotten together, maybe I could have gotten by them," said Goede.

Goede did not have enough for either of them and Kenseth took home the victory over Wimmer and Goede.

Wimmer dropped a cylinder with 15 laps to go, but it did not hurt him and he continued to fight for the top spot. "He ran me real clean and I ran him hard. I was waiting for him to screw up but he didn't, Wimmer said with a smile. "I dropped a cylinder with 15 laps to go but it didn't hurt me too much."

This was Kenseth's second victory at Elko Speedway. He won a weekly Saturday night event on May 22nd. The 17-year-old was able to maintain his lead in the outside groove and knew that Wimmer would not be able to take his groove away. "He ran us down pretty good. I wanted it to stay green. I pinched him down a bit and I appreciate him running me clean and not wrecking me," added Kenseth.



Doug Hornickel photo

Going In Circles from page 8

Columbus frontrunner that is making a few appearances at Jefferson this year. There seems to be no clear-cut runaway winners in this division this year.

Scott Lindsay may have won the late model feature from the front row, but I can guarantee that it was not easy, as he needed to keep an eye on the mirror for a group of very fast cars that were in his mirror, including Kyle Jarlsberg, Dylan Schuyler, Steve Dobbratz, Jason Erickson and others. Never an easy thing to get a late model feature win at this track.

The first Friday in June brought me to the Columbus 151 Speedway once again for their weekly show. This track always amazes me in the fact that you just never know who is going to show up to race in addition to the regulars. Tonight brought a visiting late model driver from the U.P. of Michigan, Putch Bentley. Putch races at Thunder Valley Speedway in Marquette, Michigan, as well as some of the other tracks in the area, and has also done quite a bit of racing on the dirt tracks of northern Wisconsin. He is a highly experienced racer. Although the driver was busy with thrashing on the car and attending the drivers' meeting, etc., I did get a chance to talk to the crew, who said that they were down in the area a couple of weeks ago to check out the show, and decided to bring the car and give it a try. As far back as the 1980's, this track always has had visitors give it a try. Scott Wimmer, the Weinkauff brothers and many others from north have raced here on occasion. Great to have Putch and crew join us, it was much appreciated and we all hope he returns.

Another new driver out tonight was Ed Reszynski. Although it's been awhile, Ed is also an experienced racer, having raced late models several years ago. "It's been about eleven years since I've raced," stated Ed. "The car is a former Al Papini and Rex Weston car that we got from Andy Wendt." Ed formerly raced with the numbers 19 and 93, now races with the number 5.

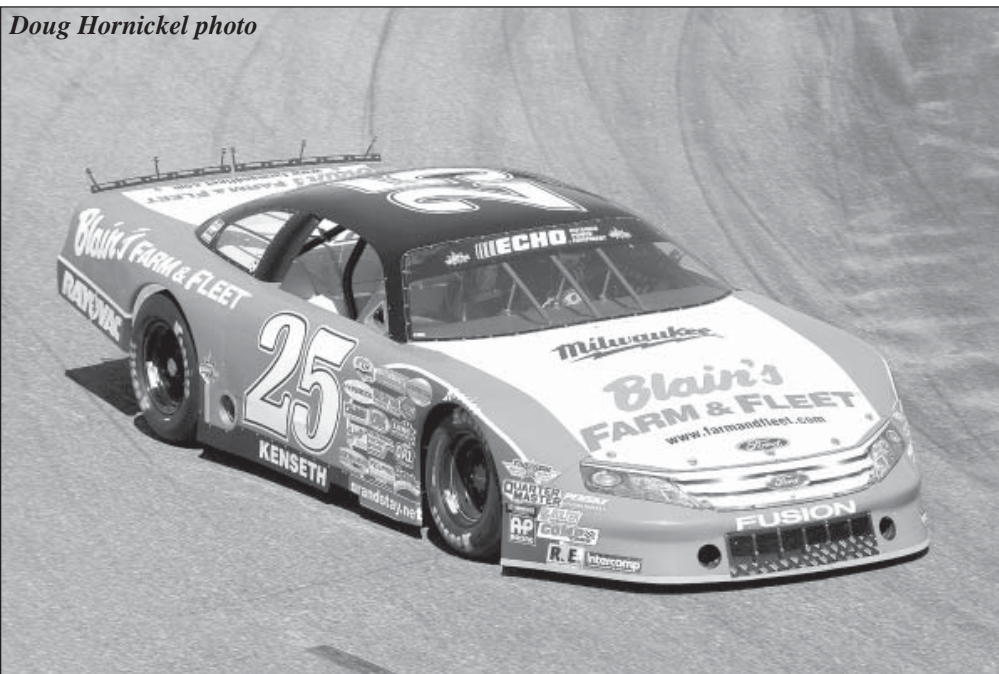
Russ Hansen won the late model feature tonight, halting Scotty Ollerman's streak at two, although Ollerman was right on his bumper at the end. This is Russ' fifth career feature win in late models at this track, but first in quite some time.

Billy Robinson won the Thunderstock feature. Billy has done some racing in the Roadrunner division at Rockford with this car, but plans on racing it only at Columbus this year during the regular season. "I keep making little changes to it to make it better here and less so at Rockford, so I guess we'll stick with this."

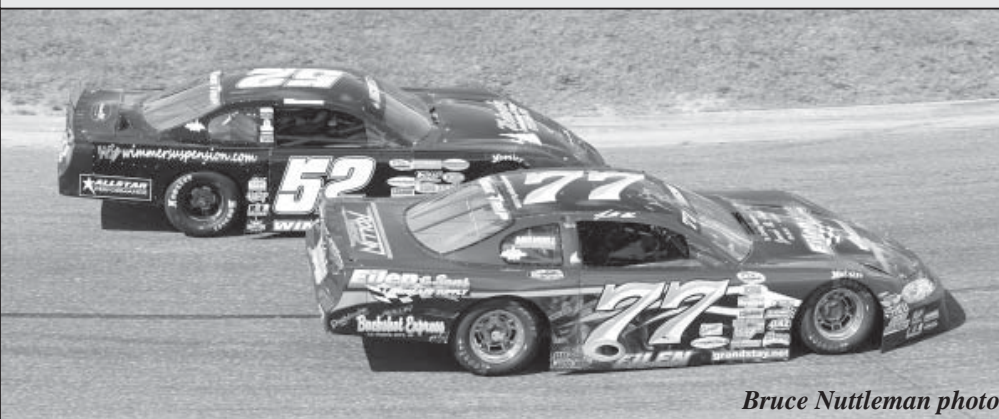
Kyle Watters won the street stock feature, with most people watching further back in the pack as Phil Denikas, Bret Schmidt and Justin Schultz tried to move to the front. This trio looks to be the strongest runners this year, but they couldn't catch Watters tonight, nor second place finisher "Big Tiny" Dan Gosda. Andy Ward Jr. won his first backup event of the year, and Dave Schmidt controlled the Bandit main.

Jefferson was rained out on Saturday, as were many Wisconsin tracks. This gave me a chance to beat the deadline in a more timely fashion, keeping Dan happy.

Doug Hornickel photo



Ross Kenseth on his way to victory (top) Jonathan Eilen and Chris Wimmer battle for position (bottom)



Bruce Nuttleman photo

Regional Racing News

From series, track and staff race reports

PLUER TOP GUN AT THE DUEL

It looks like it might be 1996 all over again. Fourteen years after wearing the Mid-American Stock Car Series champion's crown, Mark Pluer has returned to the circuit with a vengeance. The Brookfield veteran turned in a dominating run en route to victory in the Dells Duel MASCS feature Saturday night at Dells Raceway Park in Wisconsin Dells.

The feature win was the second of the year for Pluer, who also captured the season opener at Rockford, IL in April. Pluer's good finale run started with a spot of luck; a friendly dice roll invert that lined him up on the outside pole.

Swinging to the outside of pole-sitter Brett Widdis, Pluer took the lead at the drop of the green and began a steady march away from the field. Three-time champ Bill Prietzel motored to the outside of Widdis on the third circuit, only to watch Pluer pull away.

With Pluer in command, the focus centered on Prietzel, the leader of a freight train of seasoned veterans trying to wrestle away the runner-up spot.

Scott Null, Lyle Nowak, Jeremy Spoonmore, Jake Finney and rookie Tyler Bauknecht ran in tight formation behind Prietzel, with fast qualifier Brain Back and Adam Bendzick eventually joining the pack.

As hard as Prietzel had to work to hold second, Pluer's run to the checker seemed like it would be the exact opposite;

an easy cruise to victory lane. But after 32 straight green flag laps, the script changed.

Locked in a tight battle for a top ten finish, rookie Austin Luedtke went for a slide with eight laps to go. The ensuing caution meant that Pluer's monster lead was a memory, and worse yet, the most senior members of the MASCS fraternity would be right on his back bumper for the restart. Despite having a fast car, Pluer took nothing for granted coming back to the line. "You never know on a restart," he said. "All you need to do is make one little mistake, and they're all over you. But the guys behind didn't have much for me tonight and I was able to pull away."

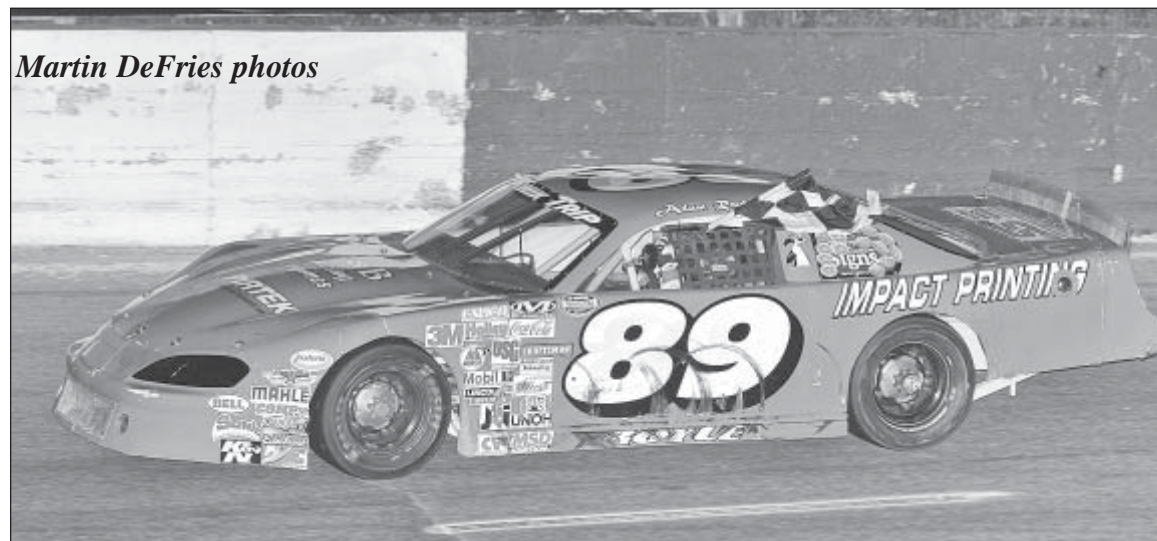
On this night, there would be no such mistakes. Pluer took the green, never lost his edge, and completed final green flag run by beating Prietzel to the finish by just less than half a second. Null crossed the line in the same spot as he had raced all night long – tight on Prietzel's back bumper. The run for the Lake Mills

veteran was one of his strongest in the series in recent years. Nowak and Spoonmore completed the top five.

After seven years away from the sport, as Pluer put it, he "got the band back together" and rejoined the tour fulltime this season. He may or may not have been considered a title contender in the spring, but there's no question that he has established himself as just that with three events in the books. And he's not satisfied yet. "Even if you come and win, you still got to go back and do your homework," he said. "We qualified terrible, so we've got to work on that."



Mark Melchiori photo



Martin DeFries photos

Five for Royle at Raceway Park

After completing 100 laps earlier in the afternoon, Adam Royle ventured across town to Raceway Park and captured his fifth Late Model feature win of the year. Following Royle across the line were Jamie Farrell and Ryan Johnson.

The other main attraction for the evening was the 1st Annual Legend Series Race for Hunger. Garret Dollansky lead the first few laps before surrendering the lead to Tim Brockhouse. Kim Kraus and Tracy Olene would also get by Dollansky and settle in to battle for the top spot. Brockhouse would hold off the rest of the field after several cautions for the win.

The Hobby Stock class saw Zach Kersting lead a majority of the race, with Bryan Turtle running second. A late race caution allowed Turtle to challenge on the outside, and

gain a slight advantage before another caution. With Turtle now on the low-side and Kersting on the high-side, the roles were reversed. Kersting suffered a flat left front, and faded at the end. Turtle pulled away for the win followed by Jacob Goede (wheeling the car normally piloted by Bill "The Hacksaw" Woodworth) to a second place finish, and Mike Hanson.

Other winners for the evening included; Scotty "Too Hotty" Westphal and Ricky Martin in the Figure-8's, Greg Michaud in the Bombers, Doug Schmitz in the Mini Stocks, Paul Haeg in the Short Trackers and Dr. Bob Heine in the Vintage Cars.



DOAR WINS IN SUPERIOR

There must have been something similar in the air as there was opening night at the Superior Speedway Friday as three of the five classes from opening night had repeat winners in week two.

It started with the Midwest Mods as Jeff Marshall from Thunder Bay drew the outside of the front row for the feature and jumped out to the lead by the back stretch of the first lap. Skeeter Estey coming off a feature win the night before in Grand Rapids pressured Marshall for the first few laps but couldn't get around him. Estey had to pull off after eight laps with car problems. On that same lap Jake Gondik who started on the poll got tangled up with Lance Solem between turns 1 & 2 taking both of them out of the race. Marshall did win the feature for the second week followed by Scott Herrick and Taylor Luethner. Earlier in the night Herrick won the first heat race followed by Kevin Monteith and Gondik. In the second heat Leuthner started in the last position and worked his way to the front to win followed by Joe Olson and Dan Kingsley. In the third and final heat race Marshall won followed by Estey and Adam Archer.

In the Modifieds it was Al Uotinen from Superior who drew the poll and jumped out to the early lead but seven laps in Kelly Checkalski had car problems and came to a halt on the back stretch causing a caution. On the restart Darrell

Nelson and Greg Chesley got a jump on Uotinen and Nelson jumped to the lead and never looked back to win his second feature of the season. Chesley finished second followed by Jody Bellefeuille, Uotinen and Bill Byholm. In the Heat races it was Chesley winning the first followed by Rick Rivord and Scott Hudack. In the second heat race it was Uotinen winning followed by Nelson and Byholm.

The Super Stock feature had yet another repeat winner as Mike Weber from Osceola started on the poll and for the 2nd week won the feature. Mike Bellefeuille gave Weber a run for the money for a few laps after a restart where Scott Lawrence had a flat tire. Lawrence got the tire fixed and got back on the track before the race resumed and finished in fourth place. Bellefeuille did finish second followed by Jim Campbell, Lawrence and Joe Oliver. In the Super Stock heat races Bellefeuille won the first one of the night followed by Oliver and Campbell. And in the second heat race it was Weber followed by Tom Treviranus and Lawrence.

18 Late models showed up to race on a very fast track on Friday with Pat Doar from New Richmond finding the high groove and hooking up to win the feature. Doar was followed by Darrell Nelson, Joel Cryderman who started in the ninth row ended up finishing third, Rick Hanestad finished fourth and Harry Hanson fifth. There was a scary moment in the Late Model feature after Steve Laursen and

Joey Ogston tangled up on the back stretch causing a restart Adam Hensel got forced low going into turn one and hit the birm next to the light pole which sent him air born rolling over in turn one. Hensel did suffer a minor wrist injury in the roll over and did not return in the race. In the Late Model heat races Don Copp won the first one followed by Tim McMann and Darin Meierotto. Doar won the second heat followed by Nelson and Chris Olson. The checkered flag went to Travis Budislovich in heat race three followed by Hensel and Hanson.

The Pure Stock feature was won by Richard Dzelak Jr. from Superior as he took the lead with four laps to go and the 2009 track champion held on with win his first feature of the 2010 season in Superior. Dzelak was followed by Chad Carlson, Tim Carlson, last week's feature winner Pat VanErt and Dustin Follett. In the heat races Matt Madsen from Superior won the first heat race followed by Tim Carlson and Matt Hammitt. In the second heat race it was Chad Carlson winning followed by Dzelak and Al Rapp. And in the third heat race VanErt won with Andy Udeen coming in second and Matt Deragon third.

Miller, Smith and Kobs Victorious at Cedar Lake

Cedar Lake Speedway hosted it's first-ever Free General Admission night over the Memorial Day weekend. Three of the regular racing divisions were on hand, as well as a packed grandstand. As an extra added bonus, Robbie Franklin treated the fans to a flame-throwing exhibition with his Midwest Modified during the course of the evening.

Main event winners for this historical night included: Jason Miller in the Modifieds, Bob Smith in the Midwest Modifieds and Rick Kobs in the Pro Stocks.



Photos by Jerry Zimmer



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**Repeat Winners, and UMSS Sprints
end the month of May at Kopellah**

The fourth race of the 2010 race season at Kopellah Speedway was a record breaker for the UMSS Sprint cars. In the second year for the young series, an all time high twenty four cars checked in the back gate for the second race of the season for the winged car race series. In addition to UMSS Sprint cars, a full slate of NASCAR Whelen All-American Series racers were on hand to witness a bevy of repeat winners and clean feature wins.

For the second week in a row, Luck, WI hotshoe Kevin Bradwell threatened the ultra-rare double clean sweep. After a caution filled feature, which included a very hard crash between Nick Axelsen and Jon Wigchers, the race came down to a green-white-checked two lap shoot out for the win. Teammates Doug Fick and Kevin Bradwell were first and second to the final green flag. Bradwell got the better jump and the duo were side by side going into turn one. Bradwell then powered to the point heading down the back stretch, completed the last lap out front, and collected his second clean sweep feature win in as many weeks. Behind Fick, Ron Jablonske, Ben Kaphing and Chris Rick rounded out the top five. As a result of the accident, both Axelsen and Wigchers were evaluated by medical personnel, and thankfully both were discharged with only minor injuries.

When the Pure Stocks took to the track for their main event, Bradwell sat in the catbird's seat on the pole along side of opening night feature winner Dusty Brown. With only a few laps in, Bradwell's hope for history appeared dashed as he cut a right front tire and headed to the work area under caution. Back under green, Brown maintained his hold on the lead with Krysta Swearingen in tow. Just a few laps after the restart, the repaired Bradwell machine had worked back up to third and was once again a factor for the win. Brown had the field covered and parked his car in Victory Lane for the second time this season. Bradwell edged by Swearingen in the final turn for second, with Tyler English and Steve Baker making up the rest of the top five.

In the Street Stock division, it was the second clean sweep of the night, this one for Chanda Fjorden Nord. The reigning division champion started on the outside of the front row and was able to stretch her lead ever so slightly each lap. Division runner-up Sam Fankhauser chased Fjorden Nord in vain while simultaneously fighting off the advances of Josh Amans. Through a few cautions, the top three in the running order remained unchanged, and Fjorden Nord picked up her third consecutive feature win at Kopellah, and sixth overall this season. The rest of the top five were Fankhauser, Amans, Marcus Simonson and Behn Mensen.

The Midwest Modifieds provided the most excitement and the most frayed nerves of the night. Dan Wheeler quickly shot from the pole to a sizable lead. Meanwhile, Jason Miller, who started eighteenth on the grid, amazingly took just 5 laps to slice his way up to second place. By that time, Wheeler had built up a very large advantage over the rest of the field. Then, good fortune (for Miller) brought a caution flag over the field and Miller was able to restart directly behind Wheeler, who came into the night a single point ahead of Miller in the championship points standings. For the remaining ten laps, Miller would try every imaginable strategy to pass Wheeler and secure the win. In the waning laps, Miller repeatedly attempted several slide jobs to steal away the top spot, but each time came up just a whisker shy of finding the necessary speed to seal the deal. In a fine show of sportsmanship, Miller occasionally had to ease up on his ride just a bit to avoid contact with his friend and compatriot, keeping the race green and clean. In a nail-biter, it was Wheeler first across the stripe followed closely by Miller, Josh Bazey, Mike Mueller and Mike Haseltine. The victory was the second consecutive for Wheeler, and the third clean sweep of the night.



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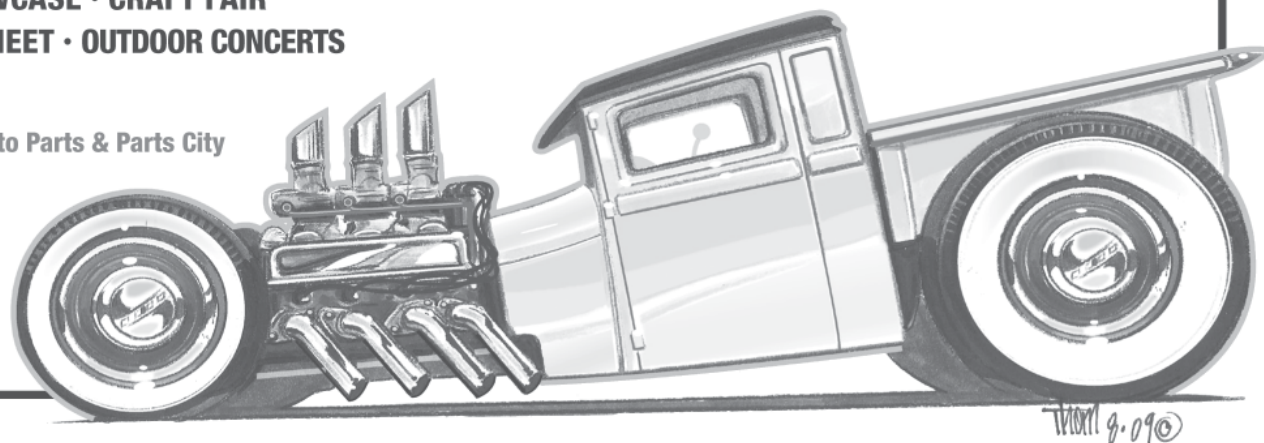
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Gille Grinds Past Sargent on the Final Lap to Find Victory at Rockford

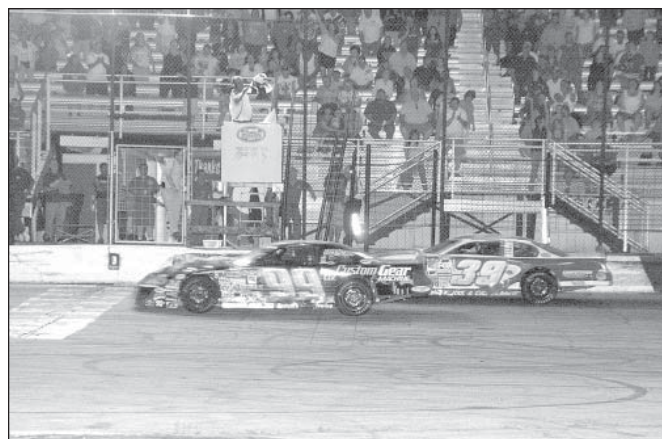
Jerry Gille has a thing for close shaves, whether it be on the track or in the points standings, and a night of 3-D racing excitement at the Rockford Speedway saw another one as the venerable veteran made a buttery smooth last lap pass to edge Tim Sargent at the checkers. Gille collected his second consecutive Stanley Steemer NASCAR Late Models feature victory and continued his charge for a third consecutive championship, laying down a blistering fast lap in the twilight and running out front throughout the duration of the evening, narrowing his points gap amidst a fitting backdrop of Memorial Day weekend fireworks.

The fireworks on the track were nothing to laugh at as a hot summer night played host to several spectacular accidents, highlighted by Ron Morris riding the turn one wall upside down and Alex Papini careening into the turn three point, as well as a few heated exchanges amongst competitors.

The Bargain Hunter Sportsman put on a show for the fans as the top four drivers went to war under a blanket, going door-to-door battling for the win before defending champion Doug Bennett prevailed.

Another first-time winner collected the trophy in the Budweiser American Short Trackers feature as 2009 rookie of the year Scott Hoeft fended off Kyle Lapier to break through and find victory lane.

Charlie Frisch charged from his fifth place starting spot to inherit the lead halfway through the Mtn Dew RoadRunners main event and survived a move from Ricky Nielsen to grab his first win of 2010.



Jerry Gille crosses the finish line just ahead of Tim Sargent as Gille wins the Stanley Steemer Late Model feature.

Jimmy Ambruoso photos

GRP Top 20 Bonus Announced for UMSS 2010 Season

The Upper Midwest Sprintcar Series (UMSS) is in its second season of operation, and the group has enjoyed a strong start despite less than favorable early season weather. With strong support at the recent Kopellah Speedway and Arlington Raceway shows, the UMSS is gaining in popularity amongst the drivers and fans. Riding a wave of momentum into this weekend's double-header slated for Kopellah Speedway on June 4 and the 18th Annual Kouba Memorial at North Central Speedway on June 5, the UMSS is very pleased to announce a fantastic season-ending bonus from GRP Motorsports.

Greg Parent, from GRP Motorsports, has been a life-long sprint car racing fan in the Twin City metro area dating back to 1971. GRP has helped sponsor numerous race teams and events over the past several years. Growing up as sprint car fan, GRP is pleased to announce a special bonus will be in effect for three UMSS sprint car drivers. Based on the points they earn in their top 20 UMSS sprint car races during the 2010 season, GRP will be awarding at the January 2011 banquet the GRP Top 20 Bonus paying \$1,500 to the driver who accumulates the most points using their top 20 point shows along with a \$1,000 bonus for the driver with the second best point total, and a \$500 bonus for the driver with the third best point total. Stated GRP, "I wanted to reward the drivers at the end of the season in addition to several bonuses throughout the course of the season." The GRP Top 20 Bonus allows a driver to have one or two bad nights or even miss a night and not find themselves necessarily out of contention for the bonus. "It may end up being the top three in the UMSS season point standings, but with a couple of shows as a margin for error, driver's who may not be in the top three season points might still have a shot at the bonus," added GRP. "It's just a way for me to say thanks to the drivers who will be supporting the UMSS series throughout a good share of our 2010 racing season," concluded GRP.

the Year bonuses along with the new GRP Top 20 Bonus, UMSS drivers whether veteran sprint car racers or rookie contestants have a shot at some additional bonus money to be paid out at the January 2011 UMSS banquet. Drivers and fans have plenty of opportunities to catch a UMSS show in the area during the upcoming months, as 20 shows currently remain to be contended on the UMSS 2010 racing schedule.



Greg Parent presents one of the UMSS bonus awards to Brad Barickman
Stan Meissner photo

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Pfaff Holds Off Carlson for Second Feature Win

Shawn Pfaff was able to hold off a hard-charging Steve Carlson to take home his second feature win of the season in the Kwik Trip NASCAR Late Model Division at La Crosse Fairgrounds Speedway.

The last two laps of the race Pfaff and Carlson were nose-to-tail and side-by-side entering and exiting the corners. On lap 24 Carlson was able to get a run on Pfaff, but Pfaff was able to close the door forcing Carlson back. When they came around to the checkered flag Carlson was on Pfaff's bumper, but didn't have enough momentum to pass. "The car wouldn't stick," said Carlson after the race. "There wasn't much of a top groove."

The top groove may have been bad, but the bottom worked well for Pfaff's car. "It (his car) just gets better as the race goes on," Pfaff said. "It's been awesome."

When the green flag waved to start the race Brad Powell jumped into an early lead. Two laps later the caution came out for a wreck in turns three and four. Mike Koenke spun collecting Troy Rave and Brent Kirchner. The side of Kirchner's car was ripped off and he was forced to the pits to repair the damage.

On the restart, Todd Korish took over the lead while Pfaff and Carlson were battling for second. At the halfway point the leaders had reached lap traffic. Korish fell back as Pfaff and Carlson took over first and second. Meanwhile, Mike Carlson and Matthew Henderson were trying to break into the top five, but held each other back fighting for the sixth position. Henderson won the battle finishing sixth. Mike Carlson finished seventh. In the end, Pfaff took the win followed by Steve Carlson, J. Herbst, Todd Korish and Paul Proksch.



Shawn Pfaff and crew celebrate in Victory Lane
Bruce Nuttleman photo

Rick Schermerhorn finished two car-lengths ahead of Nick Clements in the North Country Contractors Sportsmen division. Both Schermerhorn and Clements started in the front of the pack and battled back and forth for the lead up to the last lap. Schermerhorn held on for the lead and Clements finished second. Earlier in the night Randy Steinhoff and Bill Martin got together during the second heat. Steinhoff had nowhere to go and ended up on top of

the wall in turn two, taking out a billboard in the process. Both drivers walked away, but the wreck ended their night.

Andy Moore won the United Auto Supply Thunderstox race after the race leaders hit the wall with five laps to go. Steve Rusch had led the first 10 laps running with Henry Vian. Rusch and Vian then got together in the exit of turn two slamming into the wall and losing the lead. Andy Moore then took over the race. Charles Vian Jr., Nathan White, Danielle Neary and Raymond Hardy round out the top five.

Eric Papenfuss won the novelty Boat Race after a fan vote. Boats were piled along the backstretch after the first couple of laps. Those drivers that managed to keep their boats attached to their cars were being pulled all over the track. Once the race came to a close the track was littered with debris reminiscent of the trailer race of destruction.



Thunderstox heading into turn one
Mary Schill photo



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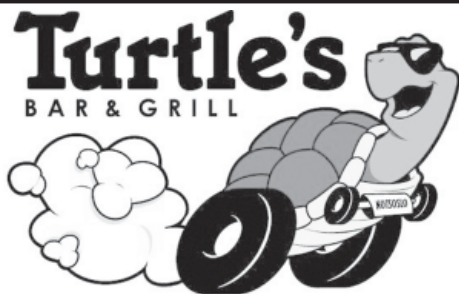
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