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THE MIDWEST'S SHORT TRACK AUTO RACING AUTHORITY

June 24, 2010 Vol. 14, No. 5

Inside...



First Time Winners



Russ Laursen Classic



In The Drivers Seat



The Official Word



Highlights from the Masters Pavement Late Model Action



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Publisher's Note

Racing According to Plan



Dan Plan

Each year there are a few fortunate drivers that pick up their first career win. It may be their first win in a new division, a new track, or even their first win of any type. The first win can happen at any level, and in the past few weeks, a few drivers picked up their first Late Model win. Two of these drivers (Bill Niles and Dan Lensing) are shown in our photo gallery in this issue; Billy Mohn was shown in our previous issue and dirt track racer Chad Mahder was pictured earlier this year. It's always a treat to see how much a driver enjoys the first win. Lensing, Mahder and Mohn are relative newcomers to the Late Model ranks, while Niles (also known as "The Sheriff" or "Doc") has a few years under his belt. We were on hand earlier this year at LaCrosse when Niles scored a third place finish for his best run to date. Doc looked quite happy on this day; I can only imagine how happy he was to pick up his first win.

The nickname of Sheriff was easy to identify with Bill's car being number 54, as in the old TV show Car 54 Where are You. The nickname of Doc has a little more to the story. Here's how Bill tells the story of his nickname; "When I was in a freshman in high school, I was the second tallest guy on the basketball team. I had to get pretty creative to beat the tallest guy on the team in practice. Dr. J. (Julius

First Time Winners

Erving) was one of the more popular players during this time and they started calling me Doc. It stuck now 30 years later."

Bill's been racing for around 30 years and was at the track practicing the same afternoon he received his drivers license. After spending several years in the ThunderStox and Sportsman divisions, Niles has been running Late Models for the past 13 years. Bill also mentioned that he made an attempt at Late Models in the early 1990's but preferred not to talk about that year. I'm guessing that season didn't go as planned.

Following the win, Bill confirmed that he did not receive any calls from Rick Hendrick or Richard Childress, but did receive calls from people such as Chris Clark along with tons of text messages. Even four days after his win, Bill was still receiving congratulations from people at the local gas station. "It feels like a Daytona 500 win. I wonder what it will feel like when I win one legitimately." Niles stated during our conversation. Bill was referring to the disqualification that lead to his first win. A win is a win in my book, and you have to be in position to get the win. Bill was in the right spot this night, but I found it interesting that he was also concerned about his fellow racers that were disqualified that evening, "I don't want to see anybody get dq'd, but it happens. Mike (Carlson) is a good kid and he's a good clean driver. I talked to him on-line and hopefully he'll let it all blow over and come back racing."

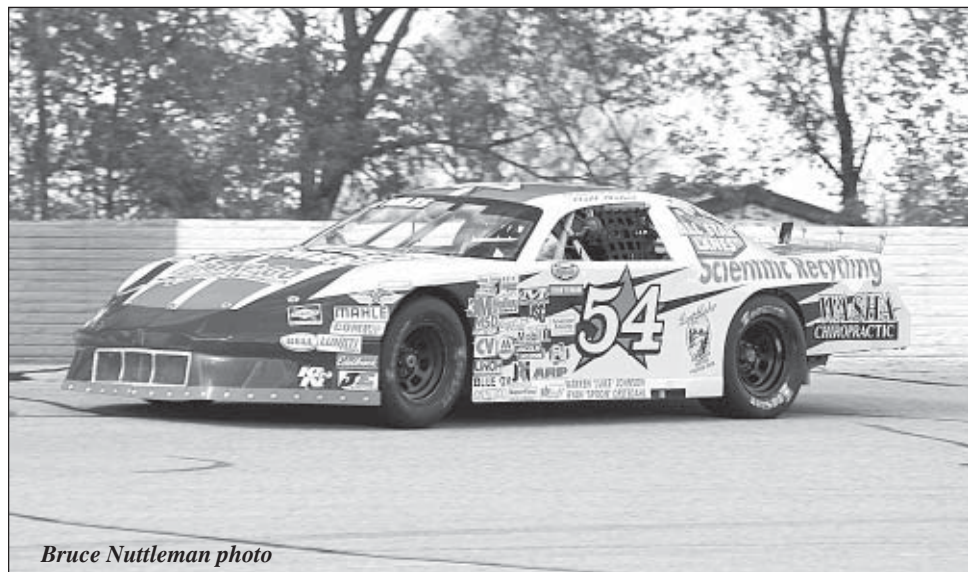
So there you have it. A Late Model driver for 13-straight years, and 30 years of driving experience, picked up his first headline division win. That's the neat thing about this sport, and items like this always make me think back to something Dan Ryan once told me; you just can't make this stuff up.

Misc. News and Notes

While Raceway Park in Shakopee may not be the first track to use a chemical on the track to enhance side by side racing, it's been a long time since we've seen the effects impact the racing like it has this year. The track has provided two-groove racing unlike any other year I can recall, and two times this year, the outside groove has been noticeably faster in the Late Model feature. Both times, Chad Walen and Adam Royle were side by side for the win. I've been a big believer of using VHT on the track since Bob Frederickson used it at Elko years ago, prior to the addition of the progressive banking at Elko. Some may disagree, but if a track doesn't have progressive banking, putting down VHT definitely adds to the show.

The 2010 Masters Event recently wrapped up with Scott Bietzer and Brooke Tatnell pickup up the IRA main event wins along with "Mr. Smooth" Billy Moyer and Brian Birkhofer in the UMP Late Models picking up main event wins over the three-day event. Having the Masters as part of the "Hell Tour" for the UMP Summer Nationals was a great

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Bruce Nuttleman photo

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The Inside Dirt



Stan Meissner

The Upper Midwest Sprint Car Series experienced their sixth rainout out of nine possible events with the cancellation of the June 11 racing program at the Kopellah Speedway. Some questioned the decision but it was the right call from my perspective in the north Metro. I don't pay attention to rain gauges but a ditch full of standing water and a squishing sound when walking across the lawn confirmed my hunch. As strange as it may sound this method has proven to be 100% accurate for predicting whether nearby tracks will be able to race. My lawn has been making that sound way too much lately. With Friday rained out and every Sprint Car track within 300 miles canceled on Saturday there would be no racing for me on the weekend of June 11-12.

I attended the Cedar Lake Masters on June 18-19 and took some Masters notes:

Friday:

Several seasons ago I got the opportunity to listen as Scott Biertzer held a late night session around the camp fire detailing his misfortune at Cedar Lake. Scott has taken some wild rides at Cedar Lake but that would not be the case on Friday June 18, 2010. To the contrary, Biertzer picked up his second career IRA Feature win in grand fashion holding off a charging Brooke Tatnell and two time IRA champion Bill Balog in the process. Scott Biertzer gained some fans off the track during that camp fire session and followed up with a strong on track performance in night one of the 2010 Masters.

Saturday:

Heat race action in the IRA Sprint Cars produced a couple of hard crashes. In one wreck Bill Wirth dumped his number 53w on the backstretch. In probably one of the hardest crashes of the entire weekend Jerry Richert Jr.

reported that something broke in the right rear on his orange #63 sending him hard into the turn one wall. I stopped by Richert's pit area after the accident and noted that the frame was bent and broken and the motor was leaking fluids and obviously damaged. Fortunately Richert was not injured in the crash.

The big story in the Sprints on this night and quite possibly the subject of many post race discussions was the run that Brooke Tatnell had in the Saturday night Feature. After an early yellow the IRA Sprints peeled off 27 non-stop action packed laps of racing in what was arguably the most exciting Feature race of the 2010 Masters weekend. Starting outside of the fourth row Brooke chased early leader Jim Moughan through lapped traffic at a blistering pace finally overtaking Moughan on lap 19. Following Tatnell across the stripe as the only other cars finishing on the lead lap were Scott Nietzel, Jim Moughan, Mike Reinke, Bill Balog, and Travis Whitney.

I thought that this was by far the best race of the entire Masters weekend and judging by some of the comments I heard from hard core Late Model fans Tatnell's talent did not go unnoticed. If there was any doubt why I like Sprint Car racing I would present the Saturday night Masters Feature as evidence.

The Late Model Features deserve a mention as well. On Friday night Billy Moyer was the winner following up his recent win at the Eldora Dream. On Saturday night Will Vaught appeared to have won only to come up light at the scales after the Victory Lane celebration. It's not clear to me why weighing would take place after the celebration at a high paying event like this but that is the way it was done. The Late Model win was subsequently awarded to Brian Birkhofer who was robbed of the opportunity to celebrate the front of the large crowd that was on hand for night two. I'm sure that this controversy will get a lot of ink in the Late Model press including Brian and Alissa Birkhofer's column in Dirt Late Model.

News and notes:

Speaking of Dirt Late Model there is a feature article penned by Chris Stepan covering the career of Rick Egersdorf in the current issue. I got an opportunity to visit with Rick at the Masters when he stopped by Jerry Richert Jr's pit area to ask some questions about Sprint Car chassis construction. Rick told us that he sat out the Masters due to the horsepower deficit our local cars have compared to the touring Super Late Models.

UMSS 2009 Rookie of the Year Cody Hahn traveled to Finland (the country, not the town) to drive a Rally Car in the Oulu Rally. Cody only had one hour to study the course and finished in ninth place out of the 73 cars entered in his class.



Stan Meissner photo

The Kouba Memorial at the North Central Speedway has been rescheduled for Saturday July 24. The Challenge Races and Feature from the rained out June 5 race as well as a full program of Heats, Challenge Races and Feature will take place amounting to two complete Sprint shows minus the Heat races that were run on June 5th.

The UMSS thanks to GRP Motorsports has added a Top 20 Bonus to the list of awards to be given out at the 2011 UMSS Banquet. The GRP Top 20 Bonus will pay \$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.

Former Mod 4, Super Stock, Midwest Modified and Modified driver Jeremy Kerzman made his IRA debut on Saturday night of the Masters in the seat of Ron Wuiff's #1h. Kerzman was fast in what was reported to be only his sixth Sprint Car start but ended his night early in the Feature after an encounter with the front stretch concrete.

I'm sure that you all know that there was a serious accident at the North Central Speedway on June 16 during the Mod 4 Feature. A car went airborne near the exit area on the front stretch and seriously injured promoter Tim Boeder, and track worker Keith Nelson. Both are in intensive care at North Memorial with Nelson reported to have sustained the most serious injuries. Mod 4 driver James Eblen was also injured in the crash but reports are that his injuries were not as serious. My thoughts and prayers go out to everyone involved. You can find out more information about Tim and Keith at caringbridge.org/visit/timboeder and caringbridge.org/visit/keithnelson.

Next up on my schedule will be the UMSS Sprints at Kopellah on June 25 and the first appearance of the UMSS and first Sprint Car race ever at the Ogilvie Raceway on Saturday June 26. Ogilvie is a beautiful new facility and it's big and fast so the Sprints should put on a great show there.

We'll see you at the races!



Stan Meissner photo

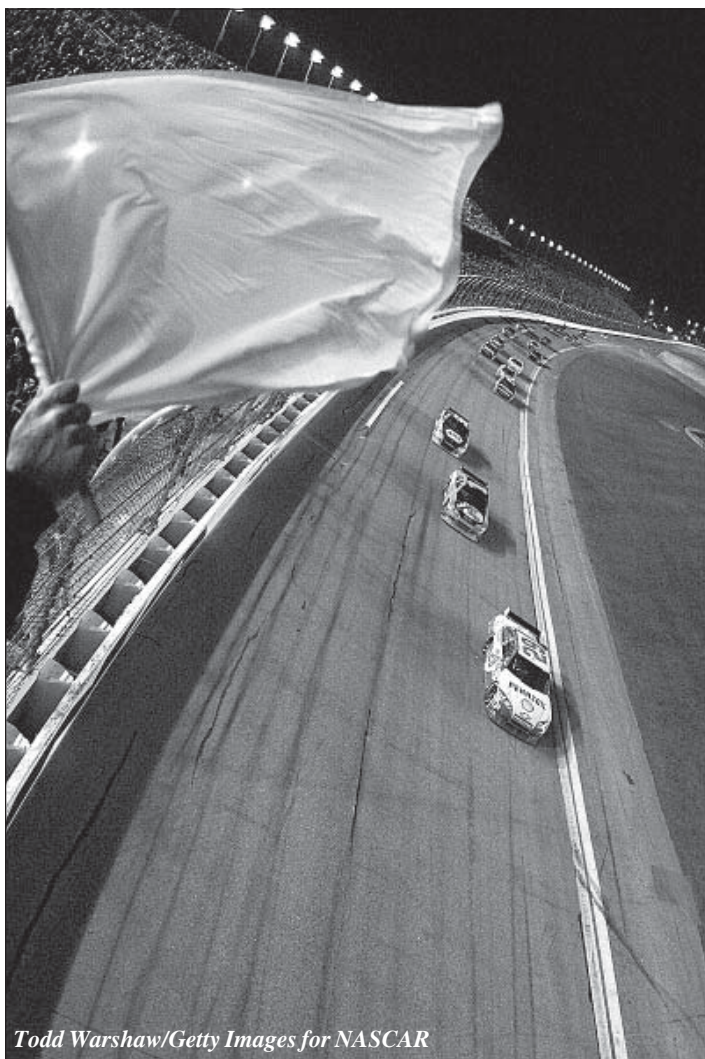
The Racing Geek



by Jordan Bianchi

You know what I like about being a motorsports writer that focuses primarily on covering NASCAR? There is never, ever a shortage of material to write about. No matter how unexciting a particular race may be, there is always something worthy of a good debate.

For example, last week it was Joey and Tom Logano going after Kevin Harvick. The week before that it was Roger Penske and Chip Ganassi staging their Indy-Charlotte duel. The week before that it was Kyle Busch storming into Denny Hamlin's trailer.



Todd Warshaw/Getty Images for NASCAR

While Michigan may have been a dud of a race, that doesn't mean there was shortage of storylines to debate and discuss. Obviously, with the big question being did NASCAR throw that last caution flag with 17 laps remaining just to bunch up the field or was there really debris on the track that necessitated a yellow?

Some contend that if NASCAR did throw a phantom yellow to erase what was a nine-second lead by Denny Hamlin, they only had the sport's best interests at heart in doing so. I mean what fan, which has either paid good money to see the race in person or invested time to watch the race at home on a Sunday afternoon, wants to see a driver cruise to the win?

I don't begrudge someone of thinking that way. Who doesn't want to see an exciting conclusion to a race they've invested three-plus hours in watching? It's like watching a movie where you know the ending 20 minutes before the credits roll.

Then there are those who will counter the sentiment above by saying that if a driver and team are that much better than everyone else, they've more than earned the right to ease their way to the victory and that NASCAR shouldn't be in the business of manipulating the circumstances just to get the finish that they want.

This is the side of the fence that I'm firmly on. While I want excitement and action as much as anyone else, I don't want it at the expense of NASCAR ruining the integrity of what is

supposed to be a contest to see who is best driver over the course of 300/400/500 miles. I am a firm believer that NASCAR should only call for a caution when it's absolutely warranted.

If cautions start flying whenever a driver has too big of a lead, NASCAR becomes no different than the WWE, where everything is predetermined and NASCAR is picking the outcome based on whatever best serves their interests.

It's a very slippery slope that the sanctioning body is teetering on. What happens the next time a driver has a nine-second lead and NASCAR decides not to throw the yellow flag?

Phantom Cautions

What if it was Dale Earnhardt Jr. and not Denny Hamlin who had the sizable lead with less than 20 laps to go? You think NASCAR is going to put out the caution for a small piece of debris in this scenario? Yeah right. Not in this lifetime and not in the next. If Junior were leading, it would take a car being engulfed in flames before the yellow flag would have been displayed. Even then, it's no sure thing NASCAR would call for a caution.

What's baffling about all this talk about whether or not there was debris on the backstretch or not, is how easy it would be to silence those who question NASCAR's intentions.

The easiest solution to this dilemma is if NASCAR instructed its TV partners (FOX, TNT, and ABC/ESPN) to show the debris for which the caution was called for. If they did this, they would be no more talk of black helicopters and NASCAR conspiracies.

Then again, if this were to happen, I would have one less thing to rant and rave about every week. So maybe on second thought, keep throwing the "debris" yellows NASCAR. I need all the material I can get.

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The Lady and the Track



Molly Vadnais

In the Pits

Taking a family to the race track is not cheap and sometimes it is hard to know if you should pony up the cash to upgrade to a pit pass. I am here to tell you one gal's opinions of some of the pits that I have spent time in to let you know if you should put up the cash or are better off in the stands. I will rate each track on a five star system that includes the convenience, the quality and the overall experience of that track's pits. Obviously I can't include every track but have chosen to focus on a few that stand out in my mind:

1. Milwaukee Mile *****

Anybody that has been to Milwaukee Mile knows that it is a class act kind of place. This is the only track that I had ever been to that had an air conditioned scores stand and the pits don't disappoint either. They are easy to get to with a convenient tunnel to get back and forth that lets out by the grandstands that even has sidewalks so you don't have to get run down by some jerk driving to fast! It also has an amazing media center, great food and easy parking. This pit area is like the Ritz hotel of Midwest pits.

2. Music City Motorplex *****1/2

Anyone that reads my columns knows I have a soft spot in my heart for this track. The pits here are real racers pits. It may not have the spa-like qualities of the Mile, but it has all the necessities plus the crazy trailer with all the decorations. It is easy to get around, has great service and is an all-around quality pit experience. The only place they lose the half star is the tunnel is in the middle of the back stretch so it is not quite as convenient for going between, if your battery dies when you are spotting in practice (true story.) Hopefully after the flood they will retain their quality.

3. Rockford Speedway *****1/2

If you want a real pit experience, get the pit pass for Rockford Speedway. Not only does it have all the convenience of being in the stands (nice bathrooms, excellent food) it also has great stands itself. Often times pits have crappy little stands but not at Rockford Speedway. They are close enough so drivers can stop up between classes and check out the action so you never know who you might rub elbows with while watching the race. The only area that they lose any is that the exit to the track comes right down off the track and if you are not paying attention, you could get a fan experience like no other; being the bug on a driver's windshield.

4. Hawkeye Downs ***

Maybe it is the former Iowan in me but I do love me some Hawkeye Downs. One of the best parts about Hawkeye Downs is the large observation deck at corner three. It is like looking down the barrel of a gun when those cars come flying into the corner and is an excellent place to snap photos of your favorite cars in action. While it is very close to the stands, Hawkeye does lose some points because the food is catered in on a wagon and the bathroom situation could be improved.

5. Elko Speedway ***

The problem with pit passes at Elko Speedway is that the track and facilities are so dang nice why would you WANT to go in the pits. Overall the pits are fine, however I will warn you to not park by the back gate and go in that way. You have to wait until all the races are over, all the cars are through tech and the haulers are ready to pull out before you can leave that way. Otherwise, it is a LOOOONNNNGGG walk around the whole pit area to get to your car.

6. I-70 Speedway **

This is the hottest place I have ever been in my life. Have you seen the image of the kid frying ants with a magnifying glass? That is what it feels like being in the pits at I-70. I have only been there once and the memory of it is baked into my brain. I can't remember a single detail of the pit grounds, the track or the amenities but I remember the searing heat.

7. LaCrosse Fairgrounds **

If you are coming to LaCrosse, I would stay in the stands. Everything you could possibly need is located out there. While they have good food inside, it is so cram packed full of cars and people that it I would spend the money on watching the action. It is tough to navigate and the double levels make it difficult to see the action in the corners. There are limited places to stand to have as good of view as the stands.

8. Madison International **

If you enjoy a cardio workout, these are the pits for you. The hill in this place is like climbing a small mountain and you better hope that grass does not have condensation or you will be sliding down for a ride. There is at least one traffic jam as cars are trying to get out for practice and coming off the track so it is better to just watch it from the stands.

As I said, this is just one insiders view to what it is like on the inside. No matter where you sit or go, the important part is that you are supporting local racing and keeping these tracks alive.

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Going in Circles



By Charlie Spry

The second weekend of June loomed with a foreboding weather forecast, but save for a couple of pre-race showers, Columbus 151 Speedway got their show in with few caution flags marring the show.

Luke Hoffman made his first appearance of the season a good one, as he took home the feature win behind the wheel of one of Scotty Ollerman's cars. While Ollerman got caught up in a wreck, his teammate fared much better! The driver on the move appeared to be Steve "Dobie" Dobbratz, as he was working the outside groove with success, only to have a caution flag seemingly take his momentum away. Dobie finished in third behind Hoffman and Jim Tate Jr., who once again had a flawless run to take home second place.

I enjoyed talking with hobby stock rookie Ed Klug tonight. Ed won the Bandit (four cylinder, FWD) class point title last season here, as he now transitions to a much different type of car, that being a rear-drive V-8 powered race car. "It isn't too big of deal," Stated Ed. "I grew up with this type of car, I had several street cars, many Monte Carlo's from 1970 on up. My first car was a 307 powered Nova, so I know these cars well. I have had some trouble qualifying well this year, however." Ed won his championship in the four cylinders last year by frequently setting fast time, working his way to the front. Sometimes three wide. Although he never won a feature last year, he consistently got to the front. He won the hobby stock feature here on opening day, and led most of the way tonight before being passed by winner Kale Peterman at the end.

Nice to see veteran Dan Schmidt win the sportsman feature. Always a good runner, Dan had been shut out of feature wins here since June 30, 2006. He did win a feature at Jefferson on May 23, 2009. "I just hope I don't have to wait so long for the next one," Noted Dan. Anyway, he was due to win one and did it tonight! Rookie Ben Hewitt scored his first ever win in a full sized car, as the go-karter captured a win in his heat.

Veteran Russ Grossen made his first showing of the year with his familiar unsponsored yellow and black #16. I told my wife on the way to the races that I thought Russ should be showing up soon, as he usually comes out about mid-season. Russ has been doing this awhile. I remember when I was a youngster attending my first races in about 1969, with Russ driving a wild looking, fluorescent orange #33 1955 Chevy hobby stock at Capital Speedway (now MIS). Russ won a heat race tonight to start his season off on a good note.

Nice to see Tim Roach get the win in the Formula Indy cars. Although this group doesn't race here weekly, I am familiar with the drivers, and haven't recalled seeing Tim win a feature here. Usually Vern Brown dominates, but not tonight.

Threatening skies loomed over the Jefferson Speedway on Saturday night, reducing the crowd somewhat. As is so often the case, the fans that stayed away missed some of the best racing that you could possibly ask for. The late model feature will go down in the books as one of the most exciting in recent history, with Kyle Jarlsberg and Bob Kahler battling for many laps, finally making contact and spinning on the front stretch going for the checkers. Jarlsberg skated his car across first ahead of Kahler, with many people (myself included) thinking that third running Steve Dobbratz might end up winning, as the front two appeared headed for a collision course. Didn't happen until after the last turn. Very interesting and exciting feature event.

Point leader Casey Johnson had another strong run, taking home fourth. I talked with Casey prior to the races in order to find out a bit more about what makes him tick. The young driver has surprised many with his strong runs over the past couple of years, and has performed well away from his home track as well, winning the Big 8 series opener at Rockford, a track that is tough for even seasoned veterans to achieve success at. The nineteen year old driver began his racing career in 2005 in the Bandit division here, and finished seventh in Bandit points in 2006. Moving up to the late models in 2007, he finished 19th in points, then, in his first full year in 2008 finished fourth in points. In 2009 he finished third in points and recorded three feature wins. It didn't take long for people to sit up and take notice, as he adjusted well to the full size, powerful late model cars after racing FWD four cylinder cars, a transition that might not be too easy for many to make. However, he seemed to take to it quite naturally. "The bandit division was a good place to learn the basics of racing," Stated Casey, "But otherwise, not much applies. I started out racing my Dad's (Jeff) old late model, with a stock 350 in it. He made me come out and practice and practice and practice turning laps on Thursday nights before he would let me race." Once he got the chance to race, he quickly showed his stuff. "I remember my very first race in the late model, I started the heat race second row inside, and I won it!" With nearly immediate success, some might wonder if Casey might have trouble keeping his feet on the ground, but that's not the case at all. "I keep pretty humble about it. My spotter gets on my case anytime I start thinking that way. He keeps pushing me and never lets me get a big head." Casey also noted that he has to thank his Dad for his support and help, crew, family and friends, sponsors, and all who support him. He gets help from former Jefferson champion Dan Chesmore, and says that this makes a big difference as well. As for the future, Casey remains pretty modest about the whole thing, saying, "I'm having fun racing, and we will just see where it takes me. I want to keep on doing well. We'll keep racing local, as well as some more Big 8 stuff, and just see where it takes me." Keep an eye out for the young driver of the black #5 late model!

Making the long haul tonight in threatening weather was International division racer Adam Eckes from Auburndale. Adam didn't get any hot laps and had a sub par (for him) qualifying time, putting him in the first heat. He won his heat, the consy, finished third in a marathon last chance race, and made the feature. He definitely got his laps in tonight.

Feature winners tonight besides Jarlsberg in the late models included Eric Connell winning the International main (his first), Chico Riedner in the sportsman division (definitely NOT his first), Devon Dixon in the Bandits (his first here), Johnny Robinson II in the hobby stocks, and Bill Reynolds in the Road Warriors.

Rob Myers was present in the late models tonight, but instead of his usual #13, he was behind the wheel of Dan Jung's #68 machine. Making their first appearances of the year in the sportsman division were former champion Tom Reents and Tyler White, while in the hobby stocks Jamie Schmidt brought his MOPAR out to play, with Ben Monday and Jim Wolf also making their first appearances of the year.

The following Friday was another difficult day, weather-wise. I hadn't even planned on going to any races, as we had severe storms hit our home area at about 3:20 in the afternoon, so I figured all chances of getting any races were over at that point. However, at about 5:30 I found out that Columbus was going to try to run, so I hightailed it up there in time for the racing to start. During the 1.5 hour drive northeast from my home, it actually looked a little better, but by the time I arrived at the track, black clouds were looming on the horizon. All of the heat races were completed amidst light rain, strong wind, rainbows, lightning, and a sighting of Mary Poppins flying by. However, the lightning got too severe and the show was called during the running of the Bandit semi-feature. Double features the following week!

One can never say that they don't try very hard to get the show in at Columbus. This had to be one of the most difficult decisions to make, as the Moore family knew they would get few fans and a smaller field of cars on a day like this, but they gave it the old college try, and I salute them for it.

The Bandit heat races were rather exciting, and Robby Robinson scored his first ever win during the running of the first heat. This brings back memories, as seven years ago almost to the day, I scored my very first win in the first heat, in the Bandit class, at Columbus 151 Speedway, also on a night that featured inclement weather. Too cool!

Nice to see second year late model racer Spencer Schultz also score his first ever race win, as he took the first heat in that division, holding off Jason Deppe and last weeks' feature winner, Luke Hoffman.

The vintage modifieds made an appearance at the track tonight, and were even able to get their heat race in before the rain came. I was told that one of the cars had a bout with the wall earlier in the night during hot laps, I'm sorry to say. I love watching these fine machines race. They look awesome even standing still.

Saturday's weather was finally nice, with a strong field of cars showing at Jefferson. Former champion John Ovadal Jr. made only his second showing of the season, and took the late model feature win tonight. Once again, Steve Dobbratz was right in the mix, finishing a close second. He is due to win a feature real soon, as with the consistency that he has shown, it is just a matter of time. Casey Johnson took what he could get in finishing third, while Trent Erdman continues to get his new car dialed in, with a fourth place finish. Looking strong was second year late model racer Brandon Pendleton, as he took fifth. The race was marred by a crash which involved many cars.

Going In Circles continued on page 15

Auto Racing Facts, Observances and Opinions



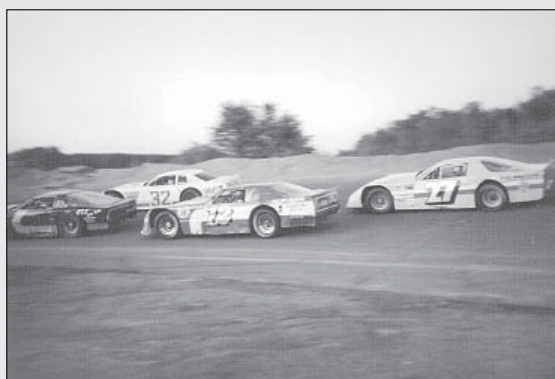
Dale P. Danielski

The last time I paid a visit to State Park Speedway of Wausau, WI., was when City native Scott Wimmer was getting his NASCAR career into high gear. Interesting that the Wimmer name should come up again in our most recent visit to the track here June 10th.

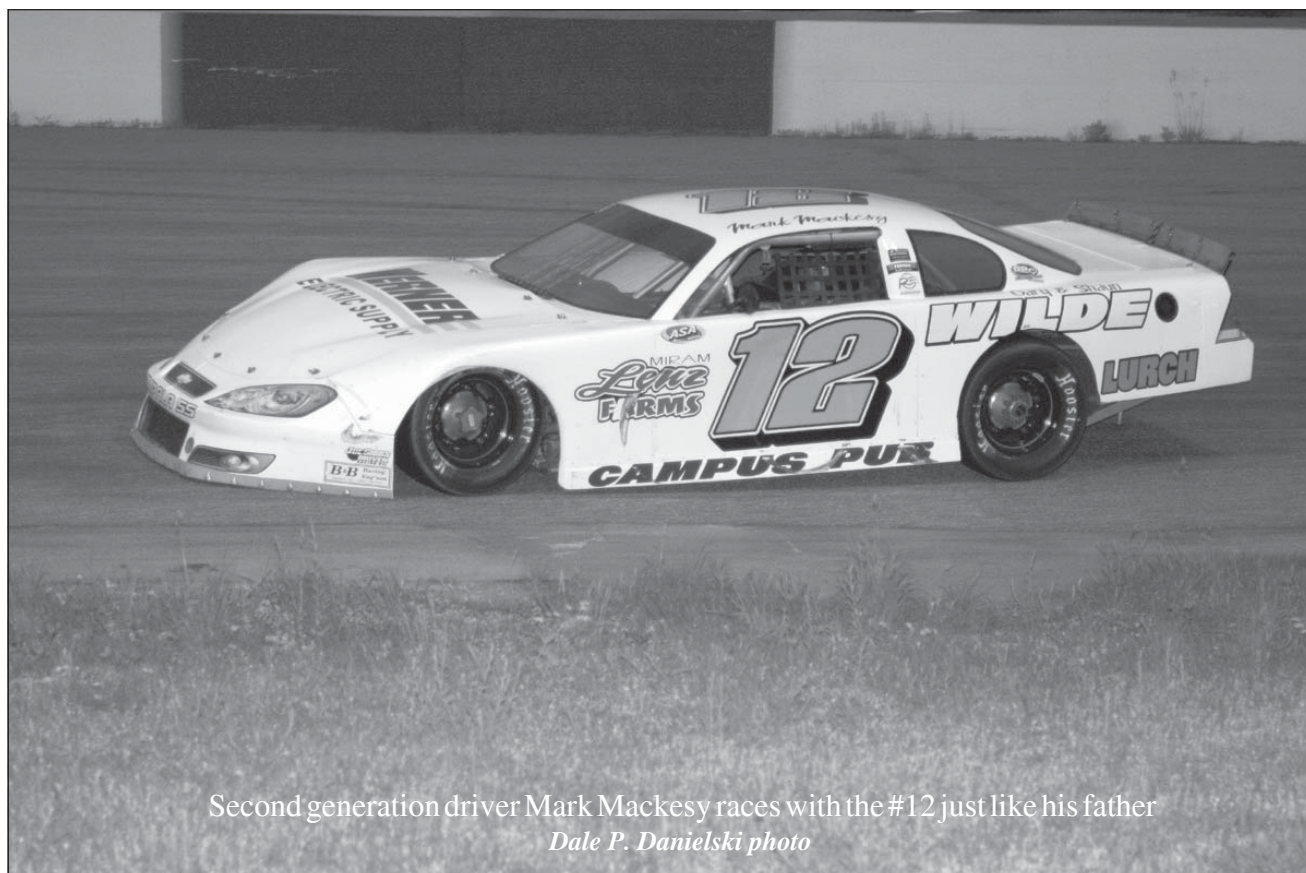
The father and son team of Ron Wimmer and Scott wanted to see the tradition continue at the history rich State Park track so they purchased it in late 2009. The intent was to spruce the facility up a bit and continue with the tradition of Thursday night racing. They've done much more than just a bit of sprucing as massive facility changes are taking place with more to come. The improvements are much needed and very welcome if the track which was originally built in the 1950s is to continue operating.

A lot hasn't changed at the track however as a number of familiar racing names are still participating at the ¼ mile

Dale's Picture from the past



Wausau, Wisconsin area drivers well represented at State Park Speedway circa 1984. Car #66 Wayne Lodholz, #32 Lyle Nowak, #12 Bob Mackesy, and #27 Kevin Stepan.



Second generation driver Mark Mackesy races with the #12 just like his father
Dale P. Danielski photo

paved oval. One of them is Lepak as Larry raced at the track for many years. His son Jeremy has carried the torch and tonight was on fire leading every lap of the headlining 100 lap feature in race one of the three track mini series Central Wisconsin Challenge Series. The 22 car was no match for Lepak as he won by a comfortable margin over Chris Wimmer, Chris Weinkauff, Burton Brown, Keith Bohmsach and MG Gajewski. Another familiar racing name is that of Haase. I witnessed Rick Haase on many occasion racing in North Central Wisconsin in the 1960s and '70s and winning his share on both dirt and asphalt tracks. His son Jesse is back racing and with the same car number Dad used, #02. Haase proved he is up to the task as he drove to a hard earned 9th place finish in the feature tonight. Kirby Kurth who has been a race and track champion here was also on hand after a brief hiatus from the sport. Although the night was a struggle for the big Kirb he did get some competitive laps under his belt. Mark Mackesy was on hand for the show and set a blistering pace in time trials with a 13:717 lap around the ¼ mile. Bob Mackesy, his father, raced many years at Wisconsin tracks racing the familiar #12. Mark's chosen number for racing? The #12 of course.

All in all, things are really looking up for State Park Speedway. It's great to see a Wisconsin track that entertained us for many years through the likes of Dave Marcis, Larry Detjens, Dick Trickle, Marv Marzofka, Bobby Allison, Jim Back, Tom Reffner, Dick Schultz, Tom Nesbitt, Jim Hornung, Janet Guthrie, Mike Miller, John Bovee, Bill Wirtz, Dave Field, Butch Miller, Dale Walworth, Don James, Les Stankowski, Denny and Darrell Paasch, Tony Diano, Doug Herbst, Orv Buelow, Marlin Walbeck, Rick Carelli, Beetle Bailey, Jim Bohmsach, Kevin Cywinski, Joe Kryzkowski, Ivan Fraaza, Al Schulz, Bob Jusola, Neil Callahan, John Zeidler, Roy Bohm, Jeff Gutnecht, Ted Musgrave, Paul Christianson, and so many, many more, going strong with a bright future ahead of it.

Here and there...Colin Reffner who of course is following in the footsteps of familiar and successful racers with that name is known as the Blue Knight this year as he races the

Kevin Lang Super Late Model at select special events. Grandpa Tom was the Blue Knight but Colin actually has colors on his car reminiscent of all three Knights back in their Super America sponsored days, Dick Trickle the White Knight, Tom Reffner, Blue Knight and John Boegemann the Black Knight. Reffner even has colors of red in the interior of his car which would have been the colors of the next Knight Mike Miller who was in line for the position before SA backed out of sponsoring the teams. Young Reffner raced to a 12th place finish in tonight's main event...The pond off the east end of the track is still there although now with a concrete retaining wall in place you'd be hard pressed to end up in it like this scribe did back in his racing days. I went straight in it after sliding off the top of the track only to be outdone by Bob Wisniewski a while later who ended upside down in it. We both escaped relatively unscathed although it is said that fish were never able to spawn in the pond as a result of our escapades...No one will miss the metal trough the guys used for many years to relieve themselves in with actual restrooms now installed at the track. The women attending events won't be afraid to have a beverage or two now either with the new amenities in place...Holy smokes the Sheriff won a feature race! Bill Niles after 15 years of trying was declared the winner of the 25 lap NASCAR Late Model feature Saturday June 12th at La Crosse Fairgrounds Speedway when Mike Carlson who crossed the line first was DQ'd for a rules infraction. The normally very affable Niles was practically speechless upon learning the result partly because he felt bad for Carlson and also because he indeed, truly was now a feature event winner!...Shawn Pfaff who is off to a great start at Lax set fast qualifying time for the 4th time this season. According to Pfaff who has a legitimate shot at that track championship, "I haven't set fast time four times in a season in 15 years!"...Ronnie Rihm parlayed his experience racing Late Models and Modifieds at dirt tracks in Wisconsin by winning the 25 Lap Super Late Model Feature here Saturday night at Marshfield Motor Speedway. According to Rihm, "When you race on dirt you don't have a fear of a loose car when you run on pavement." The experience here definitely paid off as Rihm raced to his first paved main event win.

The Official Word

Steve Dickson - Rockford Speedway



Position: Race Director

Favorite Food: At the track? Hot Dogs!

Family: Susan (wife) Jodi (daughter) Mike (step-son)

Item you enjoy most about your weekend job: Putting on a good show that entertains the fans which starts and ends on time.

Most memorable moment: In 1994 the final night of the season and John Knaus was in the running for the NASCAR Regional Championship. During the feature, he and Ricky Bilderback got together and Ricky started to spin. I held my breath and Ricky gathered it up so no caution was needed. John finished high enough to be the Regional Champion. If there had been a caution they both would have gone to the tail of the field and John wouldn't have time to finish high enough to win the region.

Most forgettable moment: Anytime a driver intentionally wrecks someone as payback. It doesn't take any talent to do that.

Publisher's Note continued from page 3

addition to the show and made this one of the better Masters events in recent history. Although I would like to see the UMP group use some sort of inversion to spice things up a bit, the show was still great. Will Vaught crossed the line first in the Saturday night \$10,000.00 to win main event, but came up light at the scales. It still amazes me that drivers will run things this close to edge when there is that much money on the line. I guess that's why they're out on the track, and I'm here behind a computer. The driving display put on by Tatnell in Saturday's IRA main event was quite possibly the best Sprint Car main event I have ever witnessed in my life. Watching somebody bounce off the cushion one corner and then run down along the tires in the next corner while working through lapped traffic is something only few drivers can do. As an extra bonus to Saturday nights main event, long-time Cedar Lake Late Model pilot, Kenny Mann made his return to racing. The return of Kenny has been talked about for over a year, and true to his word, he arrived with a 1,000 horsepower big-block Chevy. I'm not talking about a large

displacement small-block, but an honest to goodness big-block motor from days gone by. The night didn't go well for Mann, as carburetor trouble kept him from racing this evening. It will be interesting to see how things go, once they get all of the bugs worked out.

We recently spoke with Tom Eilen (father of ASA Midwest Tour driver Jonathan). Jonathan is back at home recovering from the injuries sustained during the tour event at Hawkeye Downs Speedway. Jonathan will be out for a while and going through therapy for the injuries sustained. As to when we can see Jonathan return to the track, Tom said it best; "He's got it in his blood. He works on the car every spare minute." I would expect to see Jonathan back in the seat once he is healed up. The Eilen family has had more than their fair share of bad luck the past few weeks, and even years.

North Central Motor Speedway in Brainerd, Minn. recently had an unfortunate event during the inaugural event for the RaceMN series. One of the cars exited the track and injured two officials, along with the driver being injured. Look for more detail regarding this topic in Stan Meissner's column. All of us here at MRC wish the best of luck to the Eilen family and the families of those involved in the incident at Brainerd.



Yes folks, that's a real Big-Block Chevy in a dirt Late Model (right, Dan Plan photos) Billy Moyer, Brooke Tatnell and Scotty Bietzer in victory lane during the Masters. (left, Stan Meissner photos)



THE MIDWEST RACING CONNECTION

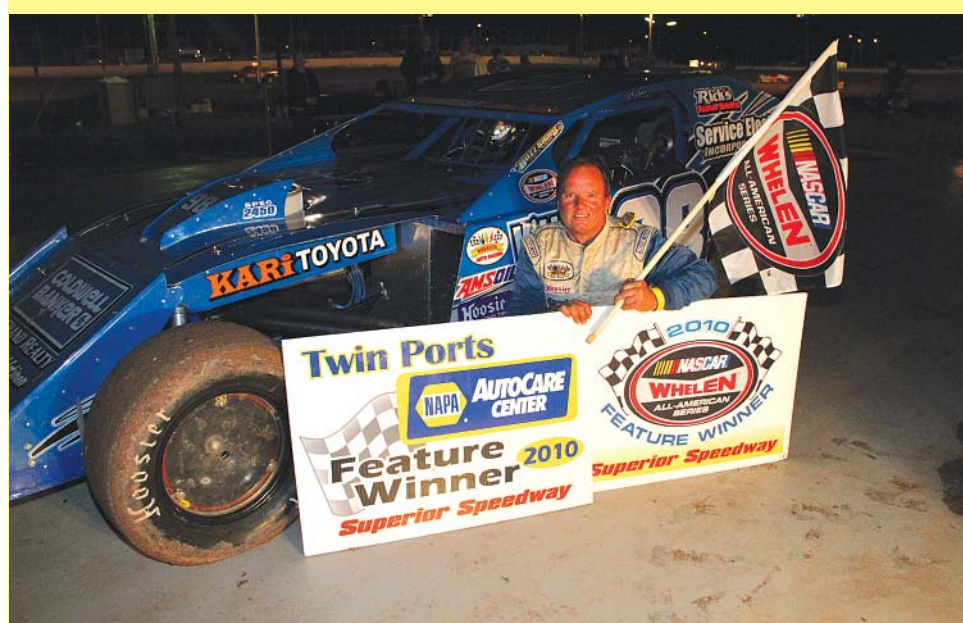
Photo Gallery



The Sherrif, Bill "Doc" Niles picked up his first Late Model feature win
Mary Schill photo



Dan Lensing picked up his first Late Model win at Dells Raceway Park
Martin DeFries photo



Russ Laursen Classic Modified winner Al Uotinen
Ken Johnson photo



Tom McClintock and Conrad Jorgenson battle for position at Hawkeye Downs
Doug Hornickel photo



Daron Fish in victory lane
Jeff Blaser photo



Matt Lundberg's station wagon in victory lane
Jimmy Ambruoso photo

THE MIDWEST RACING CONNECTION

Photo Gallery



Chad Mahder's late race pass lead to a win in the Russ Laursen Classic
Ken Johnson photo



Chad Walen in victory lane
Martin DeFries photo



Shawn Uphall and Scott Lawver in action Midwest Tour Sportsman action
Doug Hornickel photo



Thunderstox winner Brad Warthan
Mary Schill photo



Late Model winner Randy Sargent
Jimmy Ambruoso photo



Figure-8 feature winner Steve Cheever
Martin DeFries photo



Mark Melchiori photo

Jeremy Miller

How has your season been going so far?

The season has actually been going good so far. We rebuilt an ASA car from a couple of years ago. We cut the stub off of it, put a new Pathfinder stub on it and built a Tesar motor for it. Everything has worked out really well; every little change we make, the car reacts to it. I think we have a pretty good piece.

When we talked last year, you were second in the ASA Short Track national points. How did your 2009 season end up?

We ended up third overall. The guy I raced against was from Florida, and the other guy may have been from New York. They didn't have as big of a car count as we had, but they won more features than I did. We had 14 or 15 top-fives, but it wasn't good enough. From what I've heard, down South if you set fast time, you start on the pole. Here in the Midwest, if you set fast time, you start behind the invert and have to work your way up through there. They did have passing points and things like that, so we were able to end up third. We're looking towards getting more wins.

Would racing other ASA Member tracks such as Dells Raceway Park and State Park Speedway help your chances toward the national championship?

Yeah, before the season started at Madison, we went to the Dells. We qualified second and finished third that night. We were right there with the leaders, but just didn't have enough laps. We had a really good car there and I was really happy with it. We plan on going back there (Dells) and go play around again.

The Big 8 Series has an event on the schedule this year at Slinger. Have you had a chance to run at Slinger in the past?

Back when I ran with the Mid American Series, they had a Mid Am class there and we went and ran there. We won a couple of features and had some fast times. Yeah, I'm excited to go back there.

Do you think your experience will help when the Big 8 series makes their appearance on July 18th?

I don't know if it will help or not. These cars (Limited Late Models) are pretty different cars. I've got a lot of good friends up there like Brad Mueller who has a lot of championships up there. He's actually going to go test with us and make sure I'm driving the right line and help us with the setup. I'm pretty excited about having him help us.

What are the rest of your plans for this year?

Actually, I want to run the Slinger Nationals this year for the first time with the Limited Late. We're also going to run a couple of the Dells shows on a Saturday night and also go to Slinger a week or two before the Big 8 race. There have been a few scheduling conflicts with the Big 8, but we still have 6 races this year. It doesn't seem like a lot, but by the time you run your weekly stuff, we'll have about 25 races and that's a full year.

WOOD TAKES HOME THE ASA OREGON MIDWEST TRUCK TOUR DEBUT AT HAWKEYE DOWNS

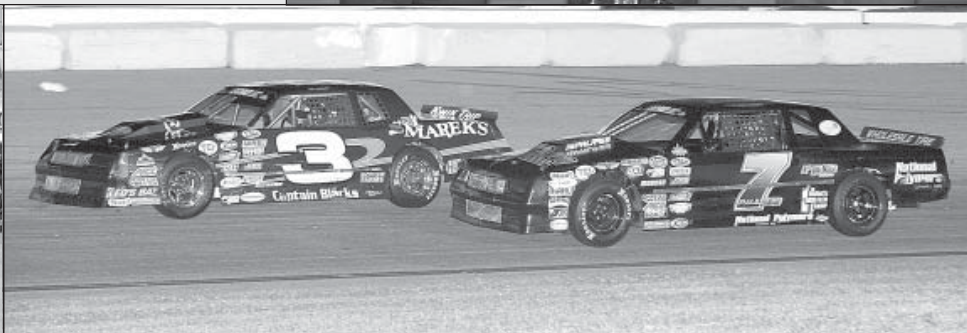
John Wood took home his first victory of the season in the ASA OREGON Midwest Truck Tour on Friday night. The quick qualifier moved up through the field after starting in the ninth position, battling Tom McClintock until the checkered flag flew. McClintock finished second with John's brother Jerry rounding out the top three.



Truck Series top-three Jerry Wood, John Wood and Tom McClintock (left), Sportsman top-three Jack Paulson, Chris Marek and Mike Heelin (right)
Photos by Doug Hornickel


CHRIS MAREK SETS THE PACE IN THE ASA MIDWEST SPORTSMAN DIVISION

Fast qualifier, Chris Marek started tenth in the 35-lap Sportsman feature and quickly moved through the field. After battling lap after lap, Marek was able to take home the victory followed by the #7 of Jack Paulson and the #8 of Mike Heelin.



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By: Kari Shear-Carlson

The American Speed Association® Kwik Trip Midwest Tour presented by ECHO Outdoor Power Equipment and grandstay.net made its third stop of the season at Hawkeye Downs Speedway in Cedar Rapids, Iowa for the 38th Annual Keith Fleck/Miller 100. Steve Carlson made history once again taking home his seventh, and fourth consecutive Miller 100.

Carlson started in the twelfth position after the invert and taking the “Echo Chain Saws and OREGON Chains Quick Cut Qualifier presented by VDL Fuel Systems and B&B Racing Engines” award. The driver of the #66 was up to third by lap 15 and continued to move through the field, taking the lead on lap 22 over Jeff Storm. Storm was having the best night of his season, running strong in the top five all night long.

Dan Fredrickson was the only driver who was able to close in on Carlson. By lap 31, Carlson and Fredrickson pulled away from the field by a full straight-away ahead of third place, Jeff Storm. Fredrickson had a strong car all day and felt that he had something for Steve in the end. “I had a great car and I was on the inside of Steve on the backstretch, but could not complete the pass,” said Fredrickson.

Half-way into the event the battle for third through sixth was heating up. ASA Midwest Tour Swiss Colony Touring Stars, Chris Wimmer, Tim Schendel, Nathan Haseleu, and

Photos by Doug Hornickel

Nick Murgic were catching the #25 of Storm. The battle continued until the caution on lap 75.

At the restart, all lapped traffic was sent to the rear and once again, Carlson and Fredrickson pulled away from the field. Wimmer was looking to the inside of Storm and they raced side-by-side until Wimmer took the position with five laps remaining. “This is the best I have ever run here and I hope to take some of what I learned to Illiana next weekend,” added Wimmer.

With four laps to go, the #77E of Jonathan Eilen spun coming out of turn two and the #56 of Justin Jennings and #5D of Brad Dvorak got collected and piled up on the backstretch. Carlson was able to hold off Fredrickson at the checkered with Wimmer, Murgic and Storm rounding out the top five. “I had a good car all day. When your hot, your hot, and today I am really hot,” Carlson said of his fourth consecutive victory and in reference to today’s extreme heat and humidity. Last week’s winner, Rookie contender, Ross Kenseth struggled in the late stages of the race finishing 15th in the 100 lap event.

CARLSON BECOMES THE 9TH WINNER OF THE “ELMER MUSGRAVE MEMORIAL 100” ASAMT TAKES CHICAGOLAND BY STORM

The stars of the American Speed Association® Kwik Trip Midwest Tour presented by ECHO Outdoor Power Equipment and grandstay.net went head-to-head with Chicagoland’s best in the “9th Annual Elmer Musgrave Memorial 100” at Illiana Motor Speedway in Schererville, IN. Steve Carlson took home the checkered flag in his first ever Elmer Musgrave Memorial 100 victory and third victory of the season in front of a standing-room only Chicagoland crowd.

After technical difficulties with the back stretch lights delayed the start of the event, the star-studded field was more than ready to take the green flag. Three-time Elmer Musgrave Memorial winner, Eddie Hoffman and two-time event winner, Boris Jurkovic led the field to the green flag. The “ECHO Chain Saws and Oregon Chains Quick Cut Qualifier,” Ross Kenseth, started in the

13th position after the invert.

Jurkovic and Hoffman raced side-by-side for several laps before Hoffman was able to secure the lead. On lap 15 Jurkovic came back up to challenge Hoffman on the inside and was able to make the pass. Eventual winner, Carlson followed suit. By lap 19, current point leader, Chris Wimmer took over the third spot.

Dan Fredrickson who had his best run of the season at Hawkeye Downs was also making his way to the front. Fast qualifier, Kenseth and Fredrickson battled for position for several laps. Fredrickson had moved into the eighth position by lap 20 and finished the night in the sixth spot. Jeff Cannon, Illiana’s current point leader, had a strong run. Cannon qualified third and was all the way up to the sixth spot by lap 20. Cannon was able to hold on to a fourth place finish.

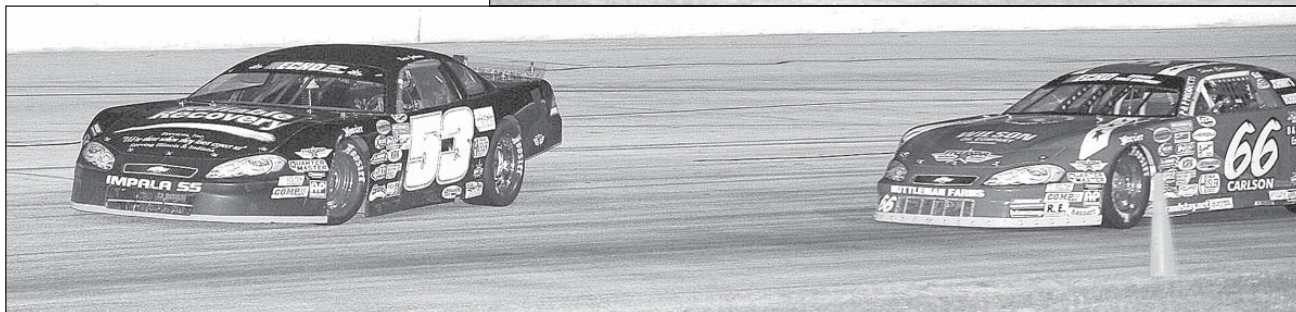
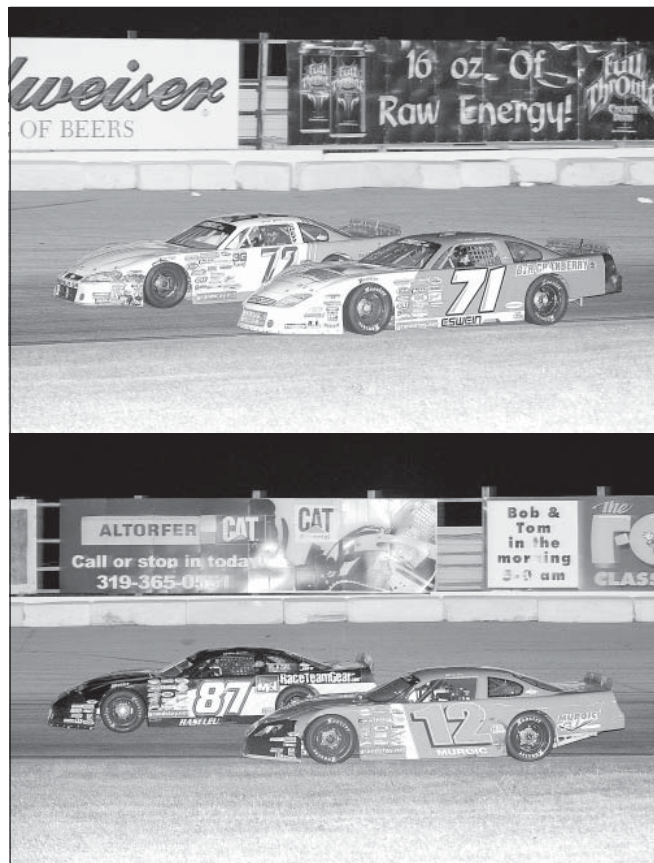
Three Sauters competed in tonight’s event. NASCAR Camping World Truck Series driver, and 2001 ASA National Tour Champion, Johnny Sauter, older brother Tim, and Tim’s son, Travis all had to run the last chance race. The Sauters finished second, third, and fourth respectively and all transferred into the feature event. On lap 21 Johnny and nephew Travis made contact causing Johnny to spin in turn two. Both drivers were sent to restart at the rear of the field. Unfortunately due to mechanical problems, the Cranberry Creek Cranberries #5 of Travis Sauter pulled into the pits on lap 44 and uncle Johnny’s night ended early on lap 66 due to handling issues.

Eddie Hoffman was not able to hold on to the lead and eventually slipped to the back of the field. Carlson was to the lead by lap 71 as Jurkovic slipped back on the outside. Chris Wimmer moved up to second position and the #66 and #52 were checking out from the rest of the field. At the half-way point Carlson led Wimmer, Jurkovic, Matt Kocourek and Blake Brown.

Over the next 25 laps, Wimmer was closing the gap on Carlson, but knew that he did not have anything for him. “I knew I wouldn’t be able to catch Steve. He was saving his stuff, but it was a great run,” said Wimmer. This was Wimmer’s fourth consecutive top-five finish and third podium finish so far this season. Wimmer was unable to catch Carlson and settled for second. Boris Jurkovic came back strong after slapping the wall at the end of the heat race. “We had to fix the whole rear-end and it still wasn’t perfect. This was a really strong run considering that. This is a tough series so I’m happy with third,” added Boris.

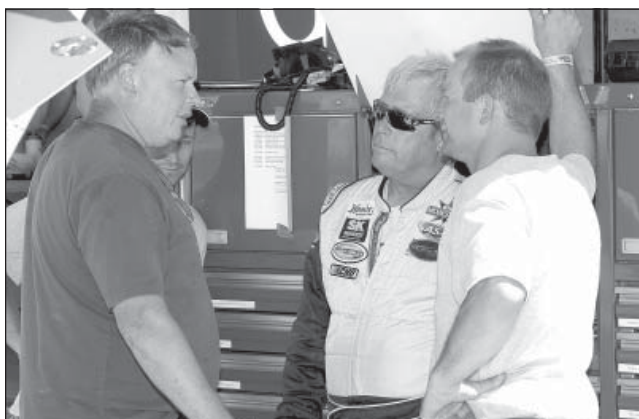
Carlson knew his car was good from the start. “Last year

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ASA Midwest Tour from page 14

we struggled getting loose in and loose off. We just couldn't get it right. But this time, the car was almost perfect." said a happy Carlson. "I raced against Ted Musgrave before he moved up into the NASCAR series, so this is really cool to win this race." Steve is also looking forward to heading back to for the Swiss Colony All-Star Challenge featuring Matt Kenseth and Tony Stewart. "We are racing the car I won the Joe Shear Classic with, so I think we will have a good car."



Steve Carlson and crew prior to the race in Illiana (top),
Jeff Cannon and Blake Brown battle for position
Doug Hornickel photos



Rock and Race



**Paul Pittman
Rained Out**

Due to the recent visits from Mother Nature, Paul Pittman's column was rained out for this issue.

Going in Circles from page 7

Madison International regular Tyler Kelley made his first showing of the year, but ended up going home on the flatbed.

A couple new Road Warrior cars were present tonight, bringing the total up to six for the new division. Tina Stephenson and Bryan Ellis raced tonight, and Pete Weston purchased Dave Gigl's car. Nice to see more cars in this division.

Earlier in the season you may recall that I noted a couple of drivers that I intended to keep an eye on and report their progress this season. One of them was Bandit division rookie Adam Faherty. Tonight, Adam recorded his first ever race win, taking a heat victory. Brandon Johnson took the feature win after earlier impacting the tractor tires surrounding a light pole.

Casey Strese won his first ever International division feature tonight. He has been close many times to winning, but it always seemed that someone got by him at the end. Not tonight. James Bell substituted for his Dad, Keith, as he was sitting out a week with a bothersome back.

Tony Ciano didn't get a chance to race tonight, as engine woes kept him on the sideline in the hobby stock division. Their feature race was a good one, with Kyle Stark having to work very hard to hold off Johnny Robinson, who was going for his second feature win in as many weeks.

Chico Riedner won the sportsman feature for the third week in a row. The way he has been going, it is going to be hard for anyone to beat him. Can you say BOUNTY? Phil Denikas was present, but the usual frontrunner loaded up with problems. Tyler White and Alex Lee did the same.

Well, I'd better put an end to this drivel before Dan decides to cut it short for me!



FRIDAY NIGHT NASCAR RACING!

The Greatest Show on Dirt!

Upcoming Events

Friday July 2
NASCAR Racing
Sponsored by Jimmy's Saloon



Thursday July 8
****World of Outlaws Late Models****

Regional Racing News

From series, track and staff race reports

Ehde Tops Dells Late Models

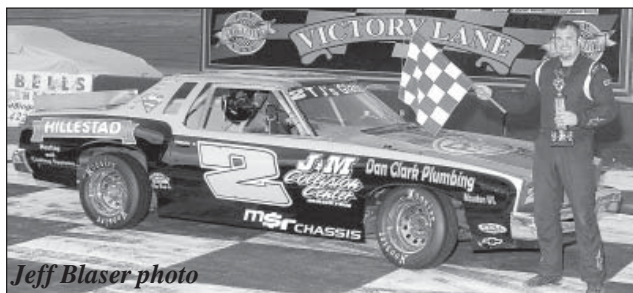


In the Late Model feature event of the night, fast qualifier Davey Pennel would start deep in the pack. Proving that his car was the fastest on track Saturday night, Pennel worked his way through the field to challenge front-runner Mike Ehde for the top position. Pennel and Ehde battled it out for the last 12 laps of the feature, but Ehde was able to hang on to his front spot and cruise into Victory Lane. Larry Schotten and Ed Jackson won their heat races

For the second week in a row, Brian Warner had fast qualifying time in the Sportsman division with a time of 15.672 seconds. Starting second Rick Coppernoll quickly moved into the lead and fended off pressure from Jay Potter and Daron Fish to claim the checkered flag. Coppernoll also won the heat race

For the fourth time this season, Dave Trute had fast time in the Pure Stock division with a time of 15.987 seconds. Setting fast time and being last week's feature winner placed Trute into the very back of the field for the feature. The excitement built as Trute moved steadily through the pack, and with just 6 laps to go made his move on race leader Mark Hohl. Trute gained his third feature win of the season and the points lead, one point ahead of defending track champion Brad Luck

In the Bandit division, Arnold Preston was fastest during qualifying with a time of 17.625 seconds. With the return of Mark Johler the competition during the feature heated up. Both Johler and the Jungets started in the back of the feature. Brandon Junget made it to the front of the field first and took over the lead by lap 7; however, Johler was not far behind in third place. With just four laps left in the feature it became a shoot out, but Johler would run out of laps and it was Brandon Junget that took home the trophy and the feature win. Kelsey Schultz, Jerry Martens, and Mark Johler won the heat races.



Shear Shakes Carlson, Tastes Victory at Rockford

After another tough break last weekend, Kyle Shear was left asking questions and wondering when the streak of bad luck that has plagued him throughout 2010 would end. The Roscoe driver had all the answers tonight after a stirring Stanley Steemer NASCAR Late Models feature victory left an excited Rockford Speedway crowd on its feet. Shear had to fend off a fierce effort from a fast Ryan Carlson to take the checkers ahead of a 22 car field. A tough as nails Doug Bennett survived an early heat race incident, navigating without a passenger side door en route to victory in the Bargain Hunter Sportsman main event, extending his points lead in the process. Robert Roush and Doug Orseske prevailed in the evening's other feature action.

The showcase event of the night, the 30-lap Stanley Steemer NASCAR Late Models headliner, got off to an inconspicuous start when the back half of the 22 car field stacked up creating a melee in turn one collecting seven cars, all of whom drove away from the incident. Five cars had to visit the pits after the mayhem subsided.

When the green flag waved, Kyle Shear snagged the lead and paced the field to the first completed lap. Eddie May settled into second as Shear pushed his lead out to three car lengths with five laps in the books. Mikie Breiner and Jake Gille struck up a battle for third when the two made contact entering turn three shooting Gille into the outside wall and sending several cars spinning to avoid them. Breiner's solid run came to an end as he exited to the pits.

On the ensuing restart, Shear jumped out front once again. Ryan Carlson wasted no time moving past May for the bridesmaid's position as Jon Reynolds Jr. followed him into third. A few laps later, another yellow fell after Jerry Gille's tire rub from the previous incident finally made his rubber a casualty, pushing his machine hard into the turn two retaining wall.

Shear shuttled to the lead when the green waved with 11 laps ticked off and Carlson and Reynolds Jr. fell back into place behind him. As the halfway mark came and went, Carlson closed up to Shear's back bumper and began applying pressure, peeking on the inside for the lead. Tim Sargent soon joined the fray up front, finding his way into fourth and forcing his way up to the lead pack. Carlson continued to peer on the inside bumper of Shear, looking for an opening to take the lead. Sargent and Reynolds Jr. duelled for third behind the leaders and loosened up in turn three, allowing 17-year-old Tanner Whitten to snatch third and take home a top three. The big winner on the evening however was Kyle Shear, who fended off all that Carlson had to offer to collect his first feature victory of 2010 and finally end a run of bad luck that had plagued him since the season opener in April. "Man it feels great to finally find victory lane," an ecstatic Shear screamed in victory lane as his crew sprayed him with water. "The restarts really helped us and I thought that Carlson would have more for us at the end there. I don't know if he just burned up his tires or what but this

continued on page 17

Farrell picks up second win of the year at Raceway Park

Jamie Farrell held off a late race challenge from point leader Adam Royle to pick up his second main event of the year. Royle held on for second with Chad Walen taking third.

The two "Wild and Crazy" Figure-8 main events were won by Danny Johnson and Phil Haluptzok.

Brent "The Freight Train" Kane capped off another successful weekend by picking up his second win of the weekend over Jeremy Wolff and Bryan Turtle.

Other winners for the evening included Justin Kochevar in the Bombers and Dean Paulsrud in the Short Trackers. Mini Stock results were unavailable at the time of publication.



Martin DeFries photos



Reuvers, Barstad top Hall of Fame night at Elko Speedway

Dundas' Donny Reuvers overtook Goodhue's Bryan Roach on lap 21, then withstood a furious charge from Lonsdale's Adam Royle to win the NASCAR Super Late Model main, while Prior Lake's Nick Barstad led wire to wire to win the Big 8 Sportsman feature highlighting the NASCAR Whelen All American Series at Elko Speedway Saturday June 19, 2010. Adding to the evenings fanfare was the induction of the class of 2010 into the Elko Speedway Hall of Fame. 2010 inductees included former owner Renee Fredrickson and longtime sponsors/supporters Mike Beamish of Northern Racing Products and Whitey Westlund of Lehman's Garage.

In the 40 lap NASCAR Super Late Model main, polesitter Bryan Roach grabbed the point on the opening green, with Billy Mohn and Brian Johnson working around Joe Johnson for second and third on lap five. As Roach kept Mohn at bay, Johnson began to fade as Donny Reuvers and Adam Royle began to charge from their fifth row starting positions as Reuvers moved around Johnson and then Mohn on lap 16, with Royle moving to Mohn's rear bumper. Once in second, Reuvers only needed five laps to track down Roach for the lead, while Royle finally bypassed Mohn on lap 25, with Matt Goede also ducking under Mohn. With Reuvers now at the point, Royle got a big run into turn three on lap 30 to get by Roach, but over the final 10 laps he couldn't get by Reuvers who held on for the win, with Royle second, Goede third after passing Roach on lap 39 and Jason Schneider fifth after slipping around Mohn.



both drivers down pit road, After the restart, it was Barstad who held off point leader Doug Brown to earn the popular win, with Travis Stanley, Kamish and Richard Thake in the top five.

The Genz-Ryan Thunder Cars saw Scott King lead the early stages of the 25 lap headliner in his best run of the season

continued from page 16

car was just awesome tonight. We've had the worst luck this year, a horrible run of luck, and to break that streak with a visit to victory lane; I don't know what could be better really."

Carlson had another solid finish a week after making his season debut at the legendary oval as Whitten stole third. Sargent's consistency continued with a fourth place effort that pushed his points lead to 36 markers over fifth place finisher Jon Reynolds Jr.

The action was fast and furious in the beginning stages of the 25-lap Bargain Hunter Sportsman main event, and the first caution wasn't far behind, falling two laps in for an Austin Nason spin in turn one that stacked up the field and collected Matt Berger, Logan Love, Chris Gantz, and Butch Swinbank. Everyone but Swinbank drove away from the incident as 'Mr. Skittles', Ron Morris, jumped out front on the restart.

Morris wasn't out front for long though as the aesthetically-challenged hot rod of points leader Doug Bennett pushed past on the inside two laps later, claiming the top spot with 20 circuits to go. The defending champion maintained his aggression, swiftly building a cushion between himself and Morris in second. Once the race hit the halfway mark, the margin had spread to eight car lengths. Over the final five laps, Bennett smoothly glided around the high banks, hitting his marks to bring home his third feature win of the season and extend his points lead to a tight nine ticks over Berger. Morris held on for a stellar second place effort as Matt

Lundberg followed up his feature victory last weekend with a solid third. Justin Sellers navigated his Camaro to fourth while Chris Gantz rounded out the top five.

Billy McCoy paced the field in the early stages of the 20-lap Mtn Dew RoadRunners main event. Dave Lumsdun got on the inside of McCoy and the two veterans went door-to-door for five laps before Lumsdun took advantage of McCoy's loose racecar to take the lead. Robert Roush burst onto the scene snatching second and tailing Lumsdun for three laps before making his move. Roush managed to take away the top spot before Lumsdun grabbed it right back, stiff-arming the Marengo driver's valiant effort for another feature victory, edging Roush by half a car length. Lumsdun was disqualified during postrace inspection, handing Roush his second feature win of the season.

Points leader Brett McCoy knotted up a second while holding off last weekend's feature victor, Jason Van Hise, who came home third. Ricky Nielsen continued his consistent 2010 campaign, notching a fourth place finish to move into second in the points behind McCoy. Brian Mayer snuck into fifth to finish off the top five.

After getting off to a quiet start, the 25-lap Illini Midgets main event heated up quickly. Doug Orseske picked off machine by machine, showing the 20 car field how it was done in the division the historic high banked quarter-mile was originally built to host. After a caution, defending champion Allen

before the trio of Brent Kane, Ted Reuvers and Jack Paulson came calling on lap 11, dropping the early leader to fourth. With Kane now at the point, the best action was deeper in the field as Kyle Kirberger and Chris Marek were working each other hard for a top five. When the checkers flew, it was Kane keeping Reuvers and Paulson at bay, with King earning his first top five of the season in fourth, with Marek fifth.

In the Click Club USA Legends, a four car pileup on the opening lap caused a complete restart and just like "instant replay", Tyler Sjoman jumped out to the lead and pulled out to a straightaway advantage just 7 laps in. As the action settled down, the best battle in the field featured Rachel Pinkerman of Inverness, IL who was making her first start at Elko and young hotshoe Bryan Syer-Keske and the fans were treated to great side by side action lap after lap. In the end, Sjoman scored the dominating victory with Syer-Keske edging Pinkerman, with Kim Kraus fourth and Garrett Dollansky fifth.

The Dicks Sanitation Power Stocks saw Dan Streiff make a steady, early charge moving by Jason Novak and Paul Hamilton to take the point on lap four of 20, with Eric Campbell following the same route to move to second on lap six. Streiff continued to lead the field to the midpoint and on lap 11, a nudge from Campbell loosened Streiff enough to move by to the lead only to give it up on lap 14 when he entered turn three too deep giving Novak the opening he needed. Novak, Dillon Sellner and Streiff moved by Campbell and raced hard to the checkers with Novak earning the win over Sellner and Josiah King who overtook Streiff on lap 23.

Topping off the action were the Super Hornets and it turned into "the Aaron Hopkins Show" as the Burnsville pilot topped the heat race and followed it up with a strong run to top the 15 lap feature, with Shawn Grabinger second and Robin Roth third.

Gillis closed up on the twosome up front, Orseske and Patrick Bruns, making his presence known. The three cars went three-wide with two laps remaining, racing so close together that a blanket could have covered them. Bringing the massive and excitable crowd to their feet, Orseske snuck past Bruns after the Champaign driver wheel hopped entering turn one on the white flag lap.

Orseske grasped victory just in time, collecting his second consecutive victory in the series and edging out his top competitors in the process. Bruns managed second while Gillis took home a third place trophy for his efforts. Young Tyler Deschaine fought his way up to fourth while Tyler Trainer rounded out the top five in fifth.

Jimmy Ambruoso photo



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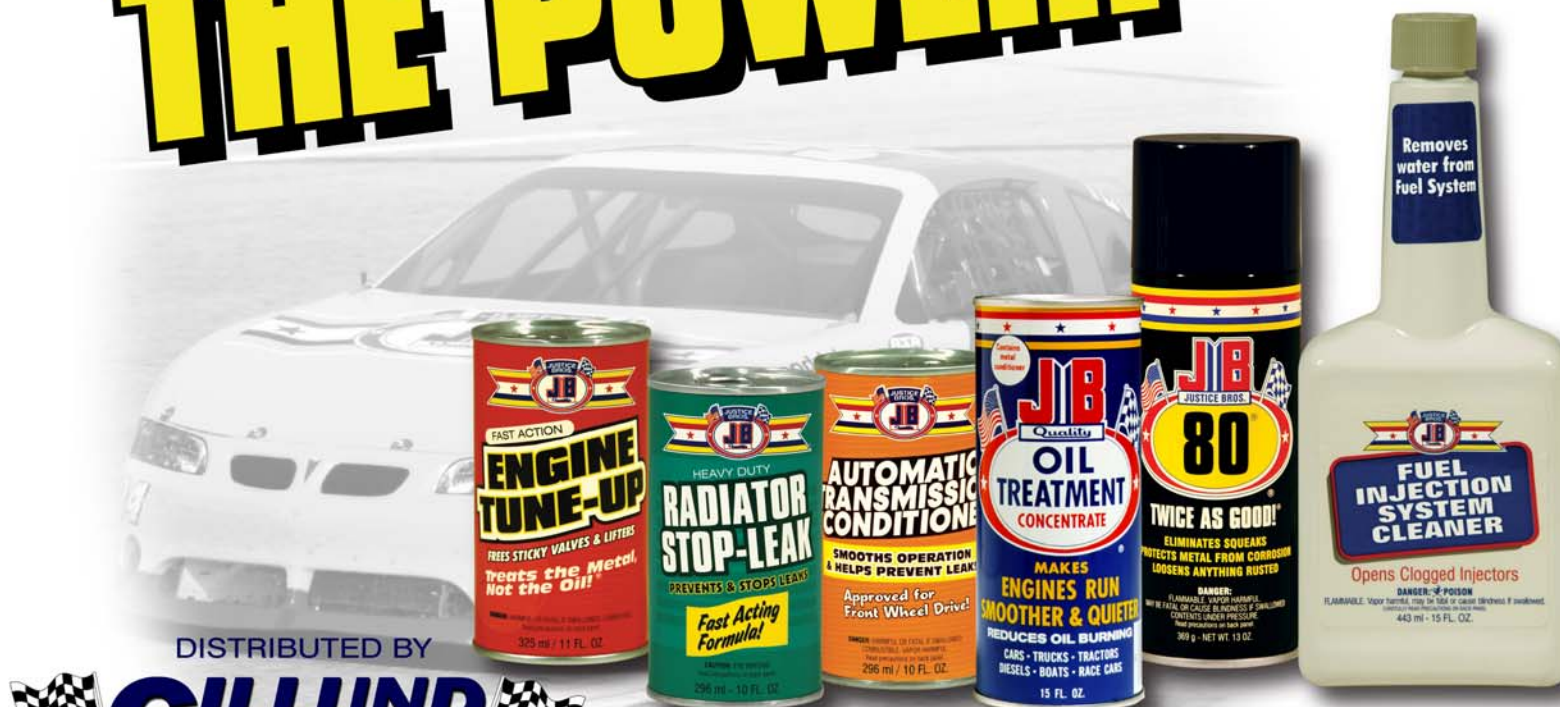
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