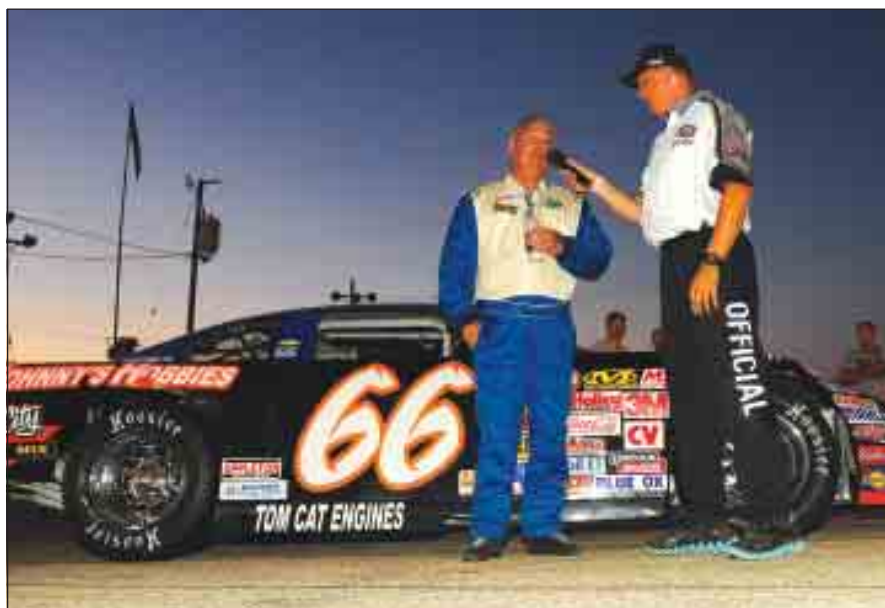


Free!

Vol. 16 No. 8 * August 9, 2012

The **Midwest Racing Connection**

Steve Carlson Wins at LaCrosse



Ryan Carlson Captures Rockford



Elko Main Event to Fredrickson



50 Grand to Lanigan at USA Nationals



Ten for Walen at Raceway Park



Gustin Tops WDMTC at Deer Creek



TRAVIS SAUTER WINS THE COLONY BRANDS 100 AT MADISON

ASA MIDWEST TOUR PR

OREGON, WI - Travis Sauter became the first repeat winner in the 2012 ASA Midwest Tour presented by SCAG Power Equipment and Lester Buildings season. Sauter won the caution-free Colony Brands 100 at Madison International Speedway in Oregon, WI.

Sauter got by Jeremy Miller with 24 laps to go to win his

second ASA Midwest Tour event of the season and becoming the eighth different ASAMT winner at Wisconsin's Fastest Half-Mile Oval. "It was really good. We didn't know, with it going green all the way, if we would have enough time get up there," Sauter said after the race. "It took a little time to get up there, but we got into a good rhythm. We got a clean shot at him and it wasn't too difficult. I didn't have much brakes left after that. I'm very proud of my team to get this win. These races are not easy to win and we have a very good car right now."

Sauter started eighth and worked his way past Andrew Morrissey for fourth by lap 22. Six laps later, he worked his way around Cardell Potter for third. He would then chase

down Chris Wimmer and take over the third spot on lap 58. Sauter would have to chase down Miller as they both worked their way around lapped traffic. On lap 76, Sauter saw an opening coming off of turn two and made the winning move going down the backstretch. Miller hardly contested and pulled in behind Sauter going into turn three. "We got too free at the end," Miller said after the race. "The car was really good at the start and it was probably my fault because I probably used up too much of it in the early part of the race. I got out to about an 8-10 car length lead and they told me that Sauter

Doug Hornickel photo



got to second. I tried to push it but he was able to get by me."

Nathan Haseleu, who was the ECHO Outdoor Power Equipment fast qualifier, finished third with Wimmer in fourth. Current ASA Midwest Tour Rookie of the Year leader Matt Tifft had a strong run with a fifth place finish. Cardell Potter, who led early in the 100-lap event, came home sixth.

Nick Murgic finished seventh with Austin Luedtke in eighth. Current ASA Midwest Tour point leader Jonathan Eilen was ninth and Jeff Storm rounded out the top-ten.

continued on page 17



Doug Hornickel photo

Shop Now & Save at

RaceTeamGear.comSM

OFFICIALLY LICENSED MERCHANDISE

For a limited time get **15% off**
our entire selection of officially licensed NASCAR®
merchandise. But don't wait to order, this offer
ends 9/30/12

To receive the discount enter promo code
MRCS12 at checkout.

**PAYMENTS AS LOW AS \$10 A MONTH
WITH RACETEAMGEAR CREDIT PLAN!**

For more information about RTG Credit please see RaceTeamGear.com for details



Racing According to Plan

By Dan Plan

The Retro Issue

You may have noticed the front page of this issue of The Midwest Racing Connection has a different look to it. This issue is being referred to as our Retro Issue.

When I purchased this publication from Rob Hahn several years ago, it was known as Minnesota's Racing Connection. The name was changed to The Midwest Racing Connection over five years ago, yet we are still often referred to as Minnesota's Racing Connection. I'm also amazed at how many people call me Rob these days. Not sure if that is an insult or a compliment?

When Rob Hahn owned the publication, the primary focus was mainly on Cedar Lake Speedway, Elko Speedway and Raceway Park, with much of the emphasis on the center of the universe. Much of the content during Rob's ownership was original to MRC, with little or no actual race reports from area tracks. While I didn't necessarily agree with this type of content at the time, my opinion has changed greatly, and Rob was definitely on the right track (no pun intended) by focusing on original content.

My hope when purchasing the paper was to expand our horizons, and have more race reports from various tracks. I grew up reading The Checkered Flag Racing News, and hoped to make this paper into something similar to CFRN, and fill a void when they went out of business. The front

page of this issue was laid out to resemble the look of The Checkered Flag Racing News. We have also added items throughout this issue that you may recognize from old issues of CFRN. I was often chastised by Rob when I would show



up with my copy of CFRN in hand at the race track, prior to starting to write my column for the paper. Now that I think about it, I suppose it didn't look good to have one of your regular columnists carrying a copy of a different paper around in his back pocket. We've made some strides to the goal of expanding our horizon's and added the regular race reports from tracks such as LaCrosse Speedway and Rockford Speedway as regular features in our publication, along with keeping Rob's idea of original content with our regular driver profiles, major event previews and some new columnists along the way.

While the original goal was to have a setup similar to CFRN, the world we live in has dramatically changed since the purchase of the publication. Most race results are available in various forms on the Internet within minutes of completion. Some tracks are even posting live results via social media sites like Facebook and Twitter. Heck, you can even sit in the bleachers at your local track, and get updates from other tracks on your phone these days. A printed publication that focuses solely on race results, simply can't compete against this other types of electronic communication. There may be some ideas out there to make it work, but we pride ourselves on offering our publication for free to fans and drivers.

Even though I no longer feel focusing on race reports would make a successful business model these days, I wanted to give it a try just for one issue. As mentioned previously, this issue is being referred to as our "Retro Issue". I've thought of doing this for some time, and convinced myself we needed to give it a try. I became more interested in the idea after reading an issue of Newsweek earlier this year. I'm not a regular reader of Newsweek, but picked up a copy at the airport in Las Vegas this spring to read about the upcoming season of AMC's Mad Men. The entire issue was setup like the 1960's version of Newsweek. I thought it looked great, and hopefully this issue works out the same. Who knows, if it goes over well, maybe we'll make it an annual thing.

As mentioned earlier in this column, the masthead on the front page with the MRC logo was setup to look like CFRN's logo from the 1990's. Most of columnists have taken the opportunity to take a much deserved break during the season, allowing space for race reports from other tracks. We've added some of the little quotes you would see in CFRN in years past, and you'll see full race reports from the tracks that send them out on a weekly basis. We hope you enjoy this version of MRC. Rest assured, we will return to our regular format for the remainder of the 2012 season.

The Midwest

RACING

Connection

August 9, 2012

Vol. 16, No. 8

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

info@theracingconnection.com
www.theracingconnection.com

Publisher

Dan Plan

Contributing Writers

Dale P. Danielski
Kris McMartin
Stan Meissner
Dean Reller
Jason Searcy
Charlie Spry

Photographers

Jim Ambruso (815-623-3200)
Rick Blewett (507-398-9483)
D's Racing Imagery (608-393-4993)
Martin DeFries (651-346-1199)
Joe Gibbs (612-860-6622)
Doug Hornickel (920-563-0993)
Mark Melchiori (414-463-0131)
Jacy Norgaard (612-432-9113)
Vince Peterson (612-419-6372)
Stan Meissner (651-428-4717)
Mary Schill/Forte Design (608-792-1317)
Jerry Zimmer (715-792-2174)

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

All material is copyrighted 2012 and may not be reprinted without permission. Subscriptions are \$20 for ten issues. Call 651-451-4036.

Cover photos by: Jimmy Ambruso, Martin DeFries, Bruce Nuttelman and Jerry Zimmer.

Member of the NMPA
National Motorsports Press Association



Methanol also available!



Distributed Worldwide By



CALL TODAY 1-800-634-9666

Red Wing, Minnesota

Lanigan’s Spectacular
Season Continues With
\$50,000 USA Nationals
Victory At Cedar Lake



NEW RICHMOND, WI –Darrell Lanigan added a coveted crown-jewel victory to his spectacular 2012 campaign with a flawless performance in Saturday night’s 25th annual USA Nationals presented by U.S. Steel at Cedar Lake Speedway.

Dominating the richest World of Outlaws Late Model Series event of the season, the 42-year-old star from Union, Ky., rocketed off the outside pole to grab the lead at the initial green flag of the 100-lap A-Main and never looked back. He survived a mid-race challenge from Don O’Neal of Martinsville, Ind., and a final-lap mechanical scare to pocket the prestigious race’s \$50,000 top prize.

The triumph was Lanigan’s first in five career USA Nationals starts and gave him 11 WoO LMS checkered flags in 2012, pushing his modern-era (2004-present) single-season win record even higher. It was also his fourth consecutive victory on the national tour, matching the record shared by Rick Eckert of York, Pa. (2006) and Tim Fuller of Watertown, N.Y. (2009).

“It’s definitely awesome to pick up one of the bigger (race) wins of the year,” said Lanigan, whose resume also sports crown-jewel victories in the \$100,000 Dream at Ohio’s Eldora Speedway and the Dirt Track World Championship at Kentucky’s Bluegrass Speedway (both in 2003). “I think this is one of the top five races in the country, so winning it makes a great season even better.”

Lanigan drove his familiar Cornett-powered Rocket car under the checkered flag 0.554 of a second ahead of Newport, Tenn.’s Jimmy Owens, who outdueled Mike Marlar of Winfield, Tenn., for the \$20,000 runner-up check behind the wheel of the Reece Monuments Team Zero by Bloomquist machine. Marlar passed Owens for second on lap 73 but ceded the position back on the 79th circuit and had to settle for a third-place finish in the Bryson Motorsports Rocket.

DIRTcar Summer Nationals champion Brian Shirley of Chatham, Ill., advanced from the ninth starting spot to place a USA Nationals career-best fourth in his Pierce car and polesitter Frankie Heckenast Jr. of Orland Park, Ill., steered his Rocket mount to a fifth-place finish that marked his best run ever in a crown-jewel event.

Lanigan ran without a threat for a majority of the distance in a car he called “unbelievable,” but O’Neal provided some

drama for the crowd that packed the three-eighths-mile oval. O’Neal, who started fourth in Larry Moring’s Masterbilt car, fell nearly a straightaway behind Lanigan early in the event before noticeably closing in as the 100 neared its halfway point.

But just when O’Neal caught Lanigan and appeared primed to make a bid for the lead, he clipped the outside wall in turn one with the right-rear of his car, momentarily slowing his momentum in a shower of sparks. O’Neal gathered himself and was moving in on Lanigan again when contact with the lapped car driven by Scott James of Bright, Ind., sent him spinning between turns one and two on lap 60, bringing out the race’s first caution and forcing O’Neal to restart at the rear of the field.

O’Neal pitted during a lap-61 caution period and returned, but his hopes of a rally ended on lap 76 when he smashed the turn-one wall hard with his car’s right-rear while running ninth. A red flag was put out when O’Neal gingerly climbed out of his heavily damaged machine, but he declined medical attention and rode back to the pit area on a four-wheeler.

“Darrell was fast, but I think we had a pretty good car,” said O’Neal, whose 13th-place finish was still his best in four career starts in the USA Nationals 100. “We ran him down once but then I lost ground when I got into the wall (on lap 54), and then we were running him down again when a lapped car got into me and spun me. I don’t know what that was about, but it didn’t have to happen.

“The crash (on lap 76) was all my fault,” he added. “I was just running hard trying to get back up there and I got high on the front straightaway and just drove into the wall with the rearend. That was a real hard hit – it knocked the breath out of me – but I’m O.K.”

Lanigan, of course, never realized that O’Neal pulled within striking distance. “I didn’t really know it because I think once he got close we were running (lapped) traffic so bad right that I didn’t even have a chance to look at signals (from crewmen),” said Lanigan. “I didn’t know anybody was on me.”

Lanigan’s only real worry came on the race’s final lap – a mechanical malfunction that could have proved disastrous. “You can tell God’s with you out there because we crossed the finish line and broke the (rear) lift bar,” said Lanigan, whose 2012 earnings on the WoO LMS reached \$248,100 — more than double the total of the next highest driver on the money-won list – after just 28 events. “Sometimes it’s just meant to be. If it had happened earlier, I wouldn’t have made another lap.

“To break at the finish line – it’s unbelievable. When your luck’s behind you, it’s behind you.”

Owens, 40, would have been close enough to take advantage of Lanigan’s problem. He had drawn within a couple car lengths of Lanigan in the final circuits.

“We had a good car,” said Owens, whose best previous finish in three previous USA Nationals A-Main starts was seventh, in 2007. “Darrell was probably just a little bit better than we were, but there toward the end Mikey Marlar showed us a little run on the bottom and I went (to the inside) and was able to reel (Lanigan) in a little bit.

“I should’ve been down there the last 20 or 30 laps and maybe we would’ve had something for him.”

Five-time USA Nationals winner Scott Bloomquist of Mooresburg, Tenn., finished sixth after starting 16th and pitting on lap 76 to change tires. WoO LMS regular Clint Smith of Senoia, Ga., placed seventh despite racing much of the distance with his engine on seven cylinders; Brady Smith of Solon Springs, Wis., was the top-finishing home-state driver in eighth; teenager Bobby Pierce of Oakwood, Ill., took ninth to score his second top-10 finish this season in a 100-lap WoO LMS event; and Eckert rounded out the top 10 after relinquishing fifth place to make a pit stop on lap 76.

Just two caution flags slowed the event, including one on lap 61 for Jason Feger of Bloomington, Ill., who stopped in turn one.

Saturday’s program kicked off with three 12-lap B-Mains won by Bloomquist, Shane Clanton of Fayetteville, Ga., and Ross Camponovo of Clarksdale, Miss. Pat Doar of New Richmond, Wis., captured the 15-lap Last Chance Race that also transferred Kent Robinson of Bloomington, Ind., and Nick Anvelink of Navarino, Wis., to the USA Nationals.

Results of WoO Late Model Series USA Nationals at Cedar Lake Speedway (Finishing Position/Start/Driver/Laps Completed/Money Won):

1. (2) Darrell Lanigan/100 \$50,050
2. (5) Jimmy Owens/100 \$20,000
3. (6) Mike Marlar/100 \$10,000
4. (9) Brian Shirley/100 \$6,000
5. (1) Frankie Heckenast Jr./100 \$5,000
6. (16) Scott Bloomquist/100 \$4,650
7. (12) Clint Smith/100 \$4,300
8. (7) Brady Smith/100 \$4,000
9. (21) Bobby Pierce/100 \$3,800
10. (3) Rick Eckert/100 \$3,650
11. (25) Scott James/100 \$3,250
12. (15) Chad Simpson/100 \$3,000
13. (4) Don O’Neal/76 \$2,800
14. (11) Jason Feger/61 \$2,900
15. (8) Billy Moyer/61 \$2,500
16. (13) Tyler Reddick/55 \$2,400
17. (14) Brian Birkhofer/52 \$2,300
18. (20) Chub Frank/52 \$2,250
19. (23) Kent Robinson/37 \$2,200
20. (18) Shannon Babb/36 \$2,075
21. (17) Shane Clanton/29 \$2,100
22. (18) Ross Camponovo/24 \$2,025
23. (22) Pat Doar/23 \$2,060
24. (27) Bub McCool/16 \$2,050
25. (24) Nick Anvelink/12 \$2,000
26. (26) Tim McCreddie/7 \$2,050
27. (19) Dennis Erb Jr./2 \$2,000

B-Main No. 1 (12 laps – Top 2 Transfer): 1. Scott Bloomquist, 2. Dennis Erb Jr., 3. Pat Doar, 4. Jake Redetzke, 5. Bub McCool
B-Main No. 2 (12 laps – Top 2 Transfer): 1. Shane Clanton, 2. Chub Frank, 3. Nick Anvelink, 4. Chris Simpson, 5. Brandon Sheppard
B-Main No. 3 (12 laps – Top 2 Transfer): 1. Ross Camponovo, 2. Bobby Pierce, 3. Kent Robinson, 4. Morgan Bagley, 5. Jimmy Mars
Last Chance Race (15 laps – Top 3 Transfer): 1. Pat Doar; 2. Kent Robinson ; 3. Nick Anvelink 4. Chris Simpson (\$1,000); 5. Brandon Sheppard (\$800); 6. Jimmy Mars (\$600); 7. Jake Redetzke (\$500); 8. Morgan Bagley (\$475); 9. Jack Sullivan (\$450); 10. Lance Matthees (\$425)

C & E AUTO

UPHOLSTERY

Tom Rodwell
8847 West Hwy. 101
Savage, MN 55378
(952) 445-5466
Since 1972

Complete Interiors
Seats
Carpets
Headliners
Convertible Tops
Vinyl tops
Seat Heaters
Boat • Aircraft
Motorcycle - RVs
Snowmobile

Custom Work

www.candeautoupholstery.com

A RACE WORTH WINNING

www.aRaceWorthWinning.org

TEAM STREMSKI

651.457.6348 | 20 Thompson Avenue, Suite 201
West Saint Paul, MN 55116

Hard-charging Carlson captures feature win

By: Ashley Iwanski

West Salem, WI – Steve Carlson wasn't going to run mid-pack one lap longer than he had to Saturday night. Hard-charging Carlson took the lead before the halfway point and held on for a feature win in the Kwik Trip NASCAR Late Model division at La Crosse Speedway. Carlson started seventh, but didn't stay there long. He was able to make it to the second spot early by advancing one position in each of the first five laps. The lead wasn't as easy for him to get his hands on. Jeremy Wagner started on the pole and held on to the top spot as long as he could. Carlson closed the gap on Wagner and was all over his back bumper. Carlson went high and then dove to the inside to take the lead in Turn 4 with 15 laps to go. In clean air Carlson took off like a rocket and opened a half of a straightaway lead on the rest of the field. Meanwhile Wagner was on his way to a second place finish, but the drivers behind him had a different ending in mind. With five laps to go Wagner couldn't hold off the field any longer. Shawn Pfaff, Brad Powell and J. Herbst, all who had been slowly making their way to the front, pass Wagner on the backstretch. Pfaff finished second, Powell third, Herbst fourth and Todd Korish fifth. Wagner fell back to finish in the sixth place spot. Korish remains atop the points standings with 664 points and Pfaff holds on to second with 656. Powell (624) now sits two points ahead of Kirchner (622) in third. And Herbst rounds out the Top 5 with 608 points.

Steve Bachman captured a feature win in the North Country Contractors Sportsmen division after qualifying first. Bachman had to hold on through two restarts with only laps to go to take the checkered. The first caution was brought out when Doug Curran spun on the backstretch with six laps to go. Then on the restart Brian Hesselberg and Rick Schermerhorn got together and slammed into the Turn 1 wall. Both cars had severe front end damage and left the track. On the restart Bachman held off Greg Scheck to take the win. Scheck finished second and Aaron Hass third.

Points leader Randy Humfeld was fourth and Jake Arneson fifth.

Jordan Myers won the United Auto Supply Thunderstox feature, outrunning second-place finisher

Dustin Bagstad. Jason Schaller led for most of the race, but spun out and had to go to the back of the field. He finished 16th while Mark Challet took the third spot.

Dakota Miller, who had a heat race win and finished sixth in the feature race, had one more race before his night came to an end: The Trailer Race of Destruction. It was the first of two races for the season at the Speedway and it didn't disappoint. The fans went crazy as trailers, boats, campers and even Santa Claus were flying all over the track; being torn apart by one car, then another until there was nothing left to recognize. Once the chaos was over, and the track looked like a tornado had come through, Miller was declared the winner by fan vote.

LA CROSSE FAIRGROUNDS SPEEDWAY

Kwik Trip NASCAR Late Models

United Auto Supply 25 Feature (22 Cars) — 1, Steve Carlson, West Salem; 2, Shawn Pfaff, Sparta; 3, Brad Powell, La Crosse; 4, J. Herbst, La Crosse; 5, Todd Korish, Holmen; 6, Jeremy Wagner, Ettrick; 7, Mike Koenke, Rockland; 8, Matthew Henderson, La Crosse; 9, Adam Degenhardt, Coon Valley; 10, Brent Kirchner, La Crosse; 11, Tim Nelson, La Crescent, Minn.; 12, Mike Carlson, West Salem; 13, Cole Howland, La Crosse; 14, Bill Niles, Holmen; 15, Nick Clements, West Salem; 16, John Olson, Sparta; 17, Scott Rand, Arlington, Texas; 18, Bob Manske, Mindoro; 19, Andy Moore, Sparta; 20, Steve Owen, Camp Douglas; 21, Jimmy Summerfield, Rockland; 22, Craig Kohlmeier, West Salem.

Qualifying — 1, Shawn Pfaff, 19.532 seconds, 100.527 MPH; 2, Todd Korish, 19.881 secs, 98.763 MPH; 3, Steve Carlson, 19.918 secs, 98.579 MPH; 4, Brent Kirchner, 19.943 secs, 98.456 MPH; 5, Brad Powell, 19.975 secs, 98.298 MPH; 6, Adam Degenhardt; 7, Tim Nelson; 8, Mike Koenke; 9, Nick Clements; 10, Cole Howland; 11, Jeremy Wagner; 12, J. Herbst; 13, Mike Carlson; 14, Matthew Henderson; 15, John Olson; 16, Bill Niles; 17, Steve Owen; 18, Andy Moore; 19, Bob Manske; 20, Scott Rand; 21, Craig Kohlmeier; 22, Jimmy Summerfield.

Heat 1 — 1, J. Herbst; 2, Matthew Henderson; 3, Mike Carlson; 4, Mike Koenke; 5, Cole Howland.

Heat 2 — 1, John Olson; 2, Steve Owen; 3, Bob Manske; 4, Andy Moore; 5, Scott Rand.

Fast Dash — 1, Brad Powell; 2, Adam Degenhardt; 3, Steve Carlson; 4, Todd Korish; 5, Shawn Pfaff.

North Country Contractors Sportsmen

United Auto Supply 15 Feature (17 Cars) — 1, Steve Bachman, West Salem; 2, Greg Scheck, La Crosse; 3, Aaron Hass, La Crosse; 4, Randy Humfeld, Chaseburg; 5, Jake Arneson, Taylor; 6, Bill Martin, Madison; 7, Jack Litsheim, La Crosse; 8, Matt Inglett, West Salem; 9, Jerrod Logging, West Salem; 10, Jamie Dummer, Tomah; 11, Mark Challet, La Crosse; 12, Joe Rinartz, La Crosse; 13, Justin Mullikin, Holmen; 14, Brian Hesselberg, West Salem; 15, Rick Schermerhorn, Westby; 16, Doug Curran, West Salem; 17, Jonathan Eckelberg, West Salem.

Qualifying — 1, Steve Bachman, 21.984 seconds, 89.315 MPH; 2, Jake Arneson, 21.998 secs, 89.258 MPH; 3, Matt Inglett,

22.091 secs, 88.882 MPH; 4, Greg Scheck, 22.110 secs, 88.806 MPH; 5, Rick Schermerhorn, 22.226 secs, 88.342 MPH; 6, Brian Hesselberg; 7, Randy Humfeld; 8, Jack Litsheim; 9, Aaron Hass; 10, Jerrod Logging; 11, Bill Martin; 12, Justin Mullikin; 13, Jamie Dummer; 14, Joe Rinartz; 15, Mark Challet; 16, Doug Curran; 17, Jonathan Eckelberg.

Heat 1 — 1, Jack Litsheim; 2, Randy Humfeld; 3, Bill Martin; 4, Aaron Hass; 5, Joe Rinartz.

Dash — 1, Brian Hesselberg; 2, Rick Schermerhorn; 3, Jake Arneson; 4, Steve Bachman; 5, Matt Inglett.

United Auto Supply Thunderstox

United Auto Supply 15 Feature (17 cars) — 1, Jordan Myers, Sparta; 2, Dustin Bagstad, La Crosse; 3, Mark Challet, La Crosse; 4, Tom Luethe, West Salem; 5, Dan Rozek, Sparta; 6, Dakota Miller, Sparta; 7, Jason Stark, Leon; 8, Nathan White, Rockland; 9, Jason Bolster, Sparta; 10, Bert Young, Sparta; 11, Wayne Smith, West Salem; 12, Kaleb Miller, Sparta; 13, David Cavin, Sparta; 14, Jacinda Pfaff, Sparta; 15, Chris Larson, La Crosse; 16, Jason Schaller, La Crosse; 17, Chris Swenson, Tomah.

Dash — 1, Dakota Miller; 2, Mark Challet; 3, Jordan Myers; 4, Tom Luethe.

Heat 1 — 1, Jason Schaller; 2, Tom Luethe; 3, Mark Challet; 4, Bert Young; 5, Jason Bolster.

Heat 2 — 1, Jacinda Pfaff; 2, Jordan Myers; 3, Dakota Miller; 4, Wayne Smith; 5, Dustin Bagstad.

Mary Schill photos



**SUPPORT
THE SPORT!
Attend Your Favorite
Race Track Often!**



CEDAR VIEW ELECTRIC, INC.

952-469-2100

New Construction - Remodel - Service Work
Pools/Hot Tubs - Basements - Additions

Residential & Commercial

Lakeville, MN

www.cedarviewelectric.com

Ten for Walen; Schelitzche Gets First Win

By Kevin Busse

The weather was perfect for racing this past Sunday with the NASCAR Whelen All-American Series at Raceway Park in Shakopee, giving the race fans an enjoyable break from the heat and humidity. The big event of the evening was an extended lap feature for the American Short Tracker division.

At the start it was Jeremy Roche on the pole, with Justin Schelitzche starting along side. The top two drivers kept it in a side by side battle for the lead until 17 laps to go, when Charlie Pehrson tried to make a move towards the front from third place that put his car 3-wide with the leaders, causing Roche to drop back, and placing Schelitzche solid in the lead. One lap later, the caution waved as Roche had contact in turn four with Mike Dimmick, sending both drivers skidding across the track. Lane choice placed Pehrson along side Schelitzche for the restart. Schelitzche resumed his lead after Keith Paulsrud moved inside Pehrson in a run for second. The caution came out again when Pehrson entered too fast into turn two, spinning his car right in front of the pack. It was Schelitzche and Paulsrud next to each other with lane choice, and when the green waved for the restart the two kept it side by side for the lead until Justin was able to take the point with 9 laps remaining. As Schelitzche began to build his lead in the closing laps, another chase was shaping up for third between short tracker veteran Terry Larson and Todd Kamish. At the finish, it was Schelitzche well ahead of Paulsrud at the line, and Kamish just beating out Larson to take third.

In the Hobby Stocks, Tina Davis grabbed an early lead over Tony Hallburg, leaving the rest of the drivers in a close pack, staying side by side behind the leader until contact between Brent Kane, Dusty Mann, and Jeremy Wolff began on the front straight out of turn four, and ending with a caution after the group spun in the middle of turn two. Lane choice placed Drew Skaja along side Davis, and when racing resumed, the lady from Rosemount once again claimed the lead as a battle for third place developed

between Tony Hallberg and John Heath. With 20 laps remaining Heath was able to pass for third, as the two leaders began to pull away. Skaja was able to get inside Davis with 15 laps to go, and as the two raced side by side for the lead, the pack of cars started to close back in, with the entire group of drivers all bunched back together with 6 laps remaining. Two laps later, Davis slid high out of turn four, opening it up underneath for Skaja to take the lead in the closing laps. At the checkers it was Skaja with the win, Heath taking second, and Davis right behind in the third.

The NASCAR Super Late Model feature began with an early lead from Mark Lamoreaux over pole sitter Bryan Keske. Keske stayed close until his car suddenly shot high entering turn one, and quickly stopped as the group rolled through turn two, bringing out a caution. Lane choice set up a run between Lamoreaux and Chad Walen. When the green flag waved for the restart, the two raced hard and fast, keeping it side by side and back and forth until Walen began to slowly edge ahead with 25 laps to go, and then locked in the lead after the two drivers exchanged paint coming out of turn four with 22 laps remaining. Lamoreaux tried to move back in with 15 laps to go, as "Big Dog" Bryan Roach began to close in from third place. With 12 laps remaining the top 3 began to pull away, as a multi-lap battle began further back in the pack, as Jerry Ziemiecki raced along side Tom Quade in a run that lasted until 6 laps to go. The leaders began lapping slower cars in the final 5 laps, and with a close finish it was Walen taking the win at the stripe, Lamoreaux a close second, Roach finishing third and Joe Prusak crossing in fourth.

The Mini Stock feature run was dominated by the two drivers who started in the front row, with Tom Sibila taking the lead early over Tyler Thorpe. As Brandon Plekkenpol battled for third with Paul Griffin, Thorpe stayed right with Sibila as the two began to pull away with 15 laps to go. Two laps later Plekkenpol locked in the third place, and with 11 laps remaining the leaders were starting to overtake the slower cars. Using that lapped traffic to an advantage, Sibila was able to work into the slower cars and extend his lead with 8 laps to go. A chase for third was shaping up in the final four laps, as Jay Heitz was able to close in on Plekkenpol, followed closely by Todd and Joe Tacheney. At the checkers it was Sibila with the victory, Thorpe in

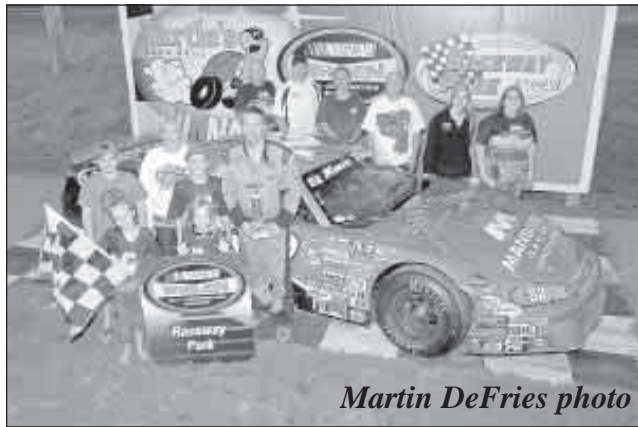
second, and Plekkenpol able to stay ahead of the bunch to hang onto a third place finish.

In the Bomber event, Kyle Larkin got caught up in a green flag chase with Tyler Wood, in a close door-handle to door-handle run that had both drivers exchanging the lead until 17 laps to go, when Larkin was able to clear to the top spot. Passing was quick up front as "Captain Ducky" Kenny Shug moved to second with 15 laps to go, but was immediately passed by Adam Oxborough, moving Shug back to third. Oxborough didn't stop, moving to the outside of Larkin with 13 laps to go, and then passing for the lead 2 laps later. With 8 laps remaining the Oxborough was starting to build up his lead, as Shug once again took second after passing Larkin on the front straight in the final 6 laps, followed by Eric Prindle who passed for third with 4 laps remaining. At the line, Oxborough claimed a lengthy victory over the rest of the field, with Shug in second, and Prindle taking third.

In feature number one of the Wild'n'Crazy Figure-8s, it was Todd Tacheney on the pole with Louie Ansolabehere starting along side. This season, Tacheney has been the "drive fast and take chances" driver to watch in the Figure-8s, and two laps into the run, was in the lead, with Matt Dickey passing for second, and Todd Wilson right behind in third. With 10 laps remaining, Dickey was challenging for the lead, as Wilson threatened right behind. As the big group of drivers began to spread out making for numerous close calls in the "Crossroads of Doom," Dickey passed for the lead in the final 8 laps, as Wilson used the opening to move to second. With 5 laps remaining, Wilson moved in on the bumper of the leader, where the two drivers stayed until the final lap. Matt Dickey held on for the win, followed by Wilson in second, and Todd Tacheney crossing for third just ahead of John Lebens.

In the second Figure-8 feature, the drivers pulled out all the stops, making for full speed charging through the "X" for much of the feature run. 2011 Figure-8 Champion Ricky Martin was on the pole, with Jay Barta to his outside.

continued on page 17



WEHRS CHEVROLET

FEATHERLITE TRAILERS

I-90 and Hwy. 162 Bangor, WI 54614-0409
800-562-0907 www.wehrschvrolet.com

IMPACT PRINTING

651-489-0803

WWW.IMPACTPRINTINGINK.COM

EXTREME POWDER COATING

(507) 583-7448

521 Industrial Drive NE • Blooming Prairie, MN 55917

Fredrickson “muscles” his way to Elko win

By Jim Burns

Elko, MN —Lakeville’s Dan Fredrickson took advantage of a 36th lap restart, “muscling” his way under Matt Goede as the tandem dove into turn one, taking the lead enroute to winning the NASCAR Whelen All American Series Super Late Model feature to highlight the EVE of DESTRUCTION RAW at Elko Speedway.

Fredrickson began the 40 lap headliner at the end of the 22 car grid and when the green flew it was Chad Walen and Jason Schneider battling for the early lead with Walen taking the point on the 2nd lap, with Matt Goede working around Schneider for second on lap three. With Walen leading Goede and Schneider, another battle was heating up between Nick Barstad and Adam Royle for fourth, before Royle lost the handle entering turn four to bring out the first caution on lap five. On the restart, Walen and Goede quickly paired off in a battle for the lead which Walen reclaimed on lap six as Schneider and Barstad battled for third behind the lead tandem.

The field was slowed for a second time on lap 10 when Paul Paine spun in turn three to force a second restart and again Goede pressured Walen, but couldn’t make the pass and as the field reached the midpoint it was Walen, Goede, Schneider, Barstad and Donny Reuvers in the top five with Fredrickson marching to sixth. Goede’s persistence finally paid dividends on lap 22 as he charged under Walen to take the lead with Barstad following suit moving to second, with Fredrickson powering by Reuvers and then Schneider, moving to fourth with 10 laps to go. As Goede and Barstad tried to keep a bit of separation, the race’s complexion

changed in four laps as Barstad’s motor blew on lap 33 ending his night, before Bryan Syer-Keske spun on lap 35 to force a final restart. Fredrickson made the most of his opportunity as he rolled under Goede in turn one on the restart and forced the leader high taking away his momentum, with Fredrickson charging off turn two taking the lead enroute to a “worst to first” victory with Goede, Walen, Schneider and Reuvers earning top fives.

In the Big 8’s, Lawrence Berthiaume made an early break from Michael Beamish to take the lead, with Chris Marek dropping Beamish to third on lap five before the trio of Doug Brown, Jon Lemke and Jake Ryan came calling to join the top five. With Berthiaume continuing to lead, Marek made a steady but determined charge to take the lead on lap nine and Brown and Lemke then pressured Berthiaume for runnerup honors. As Marek now controlled the action, Lemke was able to bypass Brown for third on lap 16 before the action was slowed on lap 19 as Mitch Weiss and Jonny Hentges collected each other in turn two to force a restart. When the green flew resuming the action, Lemke made a run but Marek was able to fend off the challenge rolling to the win, with Lemke, Ryan, Berthiaume and Brown in the top five.

The Power Stocks were also in action and Taylor Goldman rolled to the early lead with Josiah King, John Lebens, Paul Hamilton and Tom Doten in pursuit. As Goldman paced the early action, King reeled her in on lap four to take the lead with Lebens moving to second as the field raced to the midpoint of the 20 lapper. As the action remained “clean and green”, it appeared that King might not be caught, but as Tom Doten and Paul Hamilton dropped Goldman to fifth, Lebens closed to King’s rear bumper as the white flew and as the leaders raced into turn three, Lebens gave King “the ‘ol chrome horn” and ducked underneath for the lead and

the win, with King, Doten, Hamilton and Goldman in the top five.

Topping off the racing action were the Mini Stocks and as the green flew to start the 15 lapper it was John VandenHeuvel charging by pole sitter Matt Busson for the lead, with Aaron Hopkins, Blake Dorweiler, Justin Schelitzche and Jack Purcell on the early move. As VandenHeuvel continued to set a blazing pace, Hopkins and Dorweiler raced hard for second, but with the action going caution free, no one had anything for the leader as VandenHeuvel rolled to the win, with Hopkins, Dorweiler, Purcell and Schelitzche rounding out the top five.

The action packed program also featured a pair of thrilling performances Verticle Mischief Sport Bikes, Monster Truck action with Barbarian and School Bus Races. In addition, the loud and enthusiastic crowd saw a Flag Pole Race in which both 4 cylinder cars and V-8’s competed and Jack Purcell topped the 4 cylinder version, with Dan Bohnsack the king of the V-8’s.

Spectator Drags once again featured a large and varying selection of competitors and equipment and Justin Otterholt drove his 1979 Pontiac Firebird to the win. Another crowd pleaser was the Outhouse Race where the most fun might’ve been watching Tom Doten try to “quickly” get in and out of his car in his three rounds of action! Topping off the adrenaline fueled fun was the annual BURN OUT Contest and three competitors stood out from the balance of the field. Jack Purcell delighted the fans by disappearing from sight in smoke in his ’92 Nissan Sentra and then Northfield’s Carl Randolph “upped the ante” with a lengthy, smoke filled effort in his ’65 Buick

continued on page 17



Martin DeFries photo



Martin DeFries photo



Martin DeFries photo



AIRPORT SERVICE - CALL 24 HOURS

***Time Calls - Appointments**

DISCOUNT TAXI

FOR TRANSPORTATION

Toll Free 1-888-240-8294

612-723-5500

www.discounttaxiracing.com

CARLSON INDESTRUCTIBLE ON FIGURE 8 TRAILER RACE NIGHT

By: Russell Wheeler

Kar Korner's World Famous Trailer Race Night was everything it was anticipated to be Saturday night at the Rockford Speedway. A solid field of race cars put on a great racing show. The large crowd brought out the competitive side of the racers on this night as well, and the sparks did fly on more than one occasion.

Racing in the Stanley Steemer NASCAR Late Models has been as close as ever this year. With only three repeat winners on the year, and 10 different winners in 14 events, it is truly a toss up any given Saturday as to who will master the divisions' 30 lap feature event. On this Saturday night, a familiar face would return to victory lane, and become the eleventh different Late Model feature winner. 2011 Rockford Speedway Champion Ryan Carlson would not emerge from the main event totally unscathed, in fact, very few would. However, when the checkered flag flew, Carlson would best the field and return to Victory Lane for the first time since last September. Carlson topped the twenty car field, and was able to survive a rash of early incidents to claim the main event. "Insane" Wayne Freimund came home with a runner up finish, and points leader Jerry Gille ended the night in third. Gille, along with Carlson, was involved in a 10 car chain reaction wreck out of turn two on the races second circuit. Carlson sustained minimal front end damage, while Gille and his closest competition in points, Matt Berger and "Driver X" Jon Reynolds Jr, received moderate-to-heavy damage and all were forced pit-side.

All three cars returned, and were able to move forward through the field. Berger, however, would spin near the races midway point and fight an ailing car the rest of the night. Reynolds was able to move as high as third spot before his car began to let go with five laps to go. And as Berger and Reynolds faltered, Gille made his way to the top three, and with it had a very big night in regards to padding his point lead as the veteran driver looks to capture a third track championship.

The Miller Lite American Short Tracker feature may have been the most entertaining race of the night in regards to pure on-track action. The race featured no yellow flags, great side-by-side racing, and another last lap pass for the win. Point leader Joe LaMarca was in fifth place with ten

laps to go. When the white flag flew, LaMarca found himself in a battle for the lead. Sitting between LaMarca and a third win of the year was former Short Tracker champion Kyle



Jimmy Ambruoso photo

Lapier. The two let it all hang out on the final lap with LaMarca making the powerful move on the bottom and taking the win by a car length at the line.

As the two cars battled side-by-side over the final few circuits, Nick Cina Jr was able to close on the duo and as LaMarca disposed of Lapier, Cina slipped underneath and would steal second from Lapier at the line. "The Boogeyman" Jason Bragg came home with a season best fourth place finish, while five-time track champion George Sparkman finished in fifth.

After last week's photo finish, and the Short Tracker race that preceded it, the Bargain Hunter Sportsman feature had a lot to live up to on this night. But again, the Sportsman did not disappoint. For the second time this season, Justin Sellers was able to take the big trophy and walked away a winner in the divisions 25 lap feature event. Sellers would make the move for the lead on second year driver Tim Jendrycki with just eight circuits remaining. As Sellers got out front, a battle would ensue for second. Wisconsin driver Kyle Chwala surged through the field and take the runner up spot late in the going. As Chwala made a beeline for the head of the field, the action was three-wide at times for third. Jefferson, Wisconsin driver Jason Thoma was the artist of a lot of the three-wide action, and made it pay off, working his way to third in the eighteen car contest. Chwala would reach the back bumper of Sellers, but was not able to make a serious move for the lead when the checkered flag flew. It was Sellers ahead of Chwala and Thoma, and Jendrycki in fourth, his best ever Sportsman feature finish. Last week's winner Darryl Gerke finished fifth. Doug Bennett, the division's point leader, put his car

out of commission in practice Saturday afternoon, but was able to borrow another car and survive the night with minimal points damage after a seventh place effort. A caution-free 20 lap RockStar Energy Drink RoadRunner feature saw a two-car breakaway at the front of the field. Those two cars, driven by Adam Cartwright and Arlyn Roush, would stay side-by-side and bumper-to-bumper most of the way, and put on a high speed battle for the win. Cartwright would stay in front of Roush for most of the races first half, with Roush on his bumper. But as the race neared halfway, Roush was able to get beside Cartwright and the two began to battle side-by-side. The two continued door-to-door for the next several laps before Roush was finally able to grab a small lead with two to go. Roush would get in front of Cartwright by the white flag and went on to his second Saturday night feature win of the year. Cartwright would hold second, "Bullet" Bobby Frisch took home a third place finish and held his point lead over the man who finished behind him in the feature race, Dennis Smith Jr. Former track champion Terrance Robinson made his first Saturday night appearance well worth it, taking home a fifth place finish.

Twenty-two competitors jammed the "Figure 8" for the destructive grand climax to the night, and when the dust cleared, it was Rodney Molitor who was declared the winner of the World Famous Figure 8 Trailer Race over Mark Madey and Eric Schoffen.

NASCAR Stanley Steemer Late Models

A-Main 01 — 1. Ryan Carlson, Loves Park; 2. Wayne Freimund, Elkhorn, Wis; 3. Jerry Gille, Roscoe; 4. Steve Rubeck, Rockford; 5. John Beinlich, Prairie View; 6. Austin Nason (r), Roscoe; 7. Rich Hinerichsen, Machesney Park; 8. Mark Hartline, Gilberts; 9. Steve McBride, South Beloit; 10. Kyle Shear, Roscoe; 11. Mike Beyer, Machesney Park; 12. Matt Berger, Loves Park; 13. Jon Reynolds, Jr., Rockford; 14. Jacob Gille, Machesney Park; 15. Matthew Clossey, Beloit, Wis; 16. Dave Edwards, Salem, Wis; 17. Mitchell Garfield, Gilberts; 18. Casey Johnson, Stoughton, Wis; 19. Alex Papini, Machesney Park; 20. Timothy Slater, Hampshire.

Bargain Hunter Sportsman

A-Main 01 — 1. Justin Sellers, Carol Stream; 2. Kyle

continued on page 17

**When You Patronize
One of MRC's
Advertisers, Let Them
Know That You Saw
Their Ad in The Midwest
Racing Connection!**

FIVE STAR
RACECAR BODIES™
★ Race Car Bodies
★ Custom Formed Racing Windows
★ Custom Plastic Thermoforming
★ Advanced Composite Design & Manufacturing
262.877.2171 • www.fivestarbodies.com



Jimmy Ambruoso photo

**Brothers
JORGENSEN**
Race Parts - Service

952-461-3300



RaceFab

Racing Parts • Custom Metal Fabrication

La Crosse, WI
www.dcaracefab.com

Daniel Navrestad
Tel: 608.781.3929

WARNING!
**The Newspaper Contains
No Baseball, Basketball,
Football or Hockey Results.
If You Want That Kind of
Information, Read Your
Local Newspaper Because
They Cover Everything But
Auto Racing**

Balog Wins IRA Main Event at St. Croix Valley Raceway



Bill Balog set quick time and won the first ever IRA Feature at the Saint Croix Valley Raceway on July 27. This was Balog's tenth IRA Feature win this season and his second career Sprint Car victory on the quarter mile bullring. Bill's first win here was in an unsanctioned 360 race on June 22, 2007 when the facility was known as Kopellah Speedway.

Stan Meissner photo



Mark Chevalier's decision to invest in the best safety equipment including a head and neck restraint proved to be wise in view of what happened on July 28 at the Cedar Lake Speedway during the UMSS Traditional Sprint Car Feature. Mark reported that he was a little sore and will be going through the car too see what, if anything, can be salvaged.

Stan Meissner photo



952-445-2257



Special Event!

Monday, September 3

Extreme Powder Coating & Brothers Jorgenson Racing presents the Summer Thunder Series Race #3 with a special 75-Lap Hobby Stocks Feature, Thunder V8s, Mini Stocks, & Spectator Drags

2 PM

Sunday, August 19
NASCAR Event*
6 PM

Friday, August 24
Friday Night Destruction "Fire & Public Safety Night" Figure 8's, Flagpole Race's, Thunder V8s, Flyers, Legends & Bandeleros, Flat Track Motorcycles
7 PM

Upcoming events

Sunday, August 26
NASCAR Event* Plus School Bus Race
6 PM

Sunday, September 2
NASCAR Event* Presented by J3 Properties plus Legends & Bandeleros, Kids Penny Toss and Officials Race
6 PM

Monday, September 3
Extreme Powder Coating & Brothers Jorgenson Racing presents the Summer Thunder Series Race #3 with a special 75-Lap Hobby Stocks Feature, Thunder V8s, Mini Stocks, & Spectator Drags
2 PM

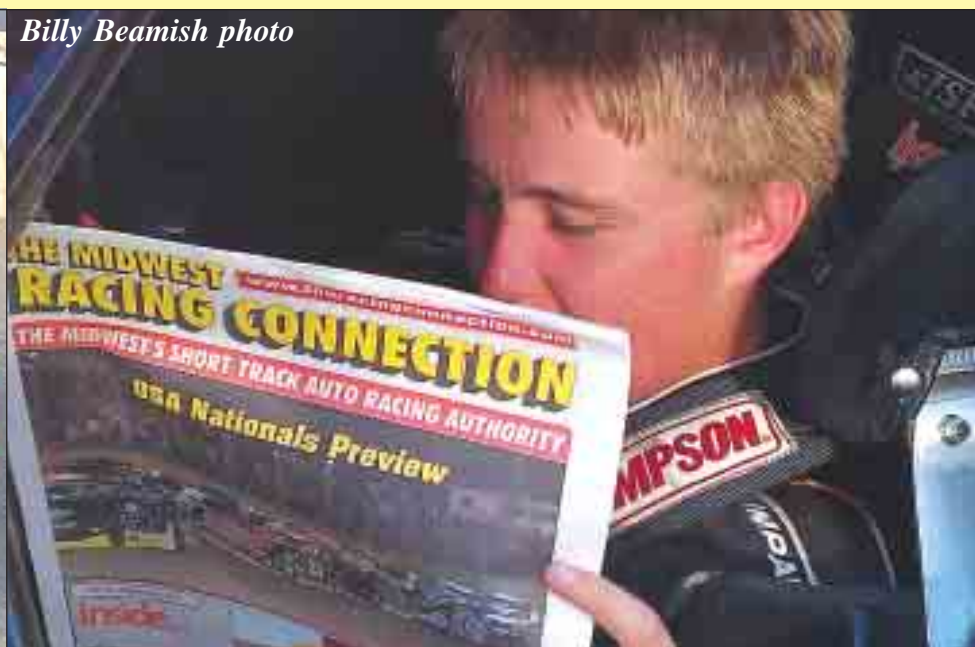
Sunday, September 9
NASCAR Event* presented by USG
6 PM

www.goracewaypark.com



Martin DeFries photo

Billy Beamish photo



What do race car drivers do at the track when they're not racing? Read the latest issue of The Midwest Racing Connection, of course.

We're Social & Mobile

All the news from RacingOnline.com
up to date on your Social Networks

Photos • News • Interaction • Tips



RacingOnline.com

facebook.com/racingonline

twitter.com/racingonline

Like & Follow Racing Online In your Social Streams!
Download Our Community App for iPhone & Android



RESTORE POWER PERFORMANCE AND IMPROVE GAS MILEAGE



DIRTY



CLEANED



DIRTY



CLEANED



DIRTY



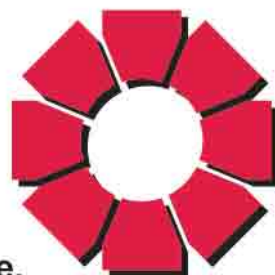
CLEANED



Justice Brothers Fuel Injection System Cleaner
clean valves, combustion chambers and injector
nozzles...and keeps them clean!

Available at your local auto parts stores!

JB Dist. Co. Inc. / Gillund Enterprises
14760 Martin Drive Eden Prairie, MN. 55344

MPLS/ST. PAUL**(651) 641-1414**2161 University Avenue
St. Paul, MN 55114
www.pirtekusa.com/fwp/midway/**PLYMOUTH****(763) 475-0475**11350 Highway 55
Plymouth, MN 55441
www.pirtekusa.com/fwp/plymouth/**PIRTEK****Proudly Serving The Construction And
Racing Communities Since 1996!**

PIRTEK fluid transfer solutions for automotive, marine, off-road and custom applications work to your advantage and your budget. Get the right part the first time. No more leaks or endless trips to the parts store. **No More Headaches!**



**Hoses-Adapters-Fittings • Standard-Metric
D.O.T. Certified Brake Hoses and Lines •
Power Steering • Oil Lines • Transmission
Lines • Fuel • A/C**

**PROUD SPONSORS OF;
ADAM ROYLE, JONNY HENTGES & VINCE CORBIN**

PIRTEK HAS AUTOMOTIVE SOLUTIONS

Rookie Hobby Stock competitor, John Heath, picked up his first feature win of the season at Raceway Park in Shakopee.

Martin DeFries photo



**SUPPORT
THE SPORT!
Attend Your
Favorite Race
Track Often!**



**NASCAR WEEKLY RACING
THROUGH SEPT.1**

• Including •

**Saturday, Sept. 1st - Late Model
Match Race Showdown! Brackets
of head-to-head Late Model Racing
"Old-School" style! Win and move
on... Lose and Done. Who will Win?**



Follow @laxspeedway &
@raceoktoberfest on Twitter



LaCrosse Speedway
& Oktoberfest Race Weekend

**IT'S THE PLACE TO BE THIS FALL.
WILL YOU BE THERE?**

**Oktoberfest 43rd
Race Weekend**



**CAMPER
VILLAGE**

**Festive Fun with Your
Racing Friends!**

Hundreds of Cars Competing

Including:

Six Late Model Divisions
Four Sportsman Divisions
Four 4-cylinder Divisions



**Legendary
After-Race Parties
With LIVE Entertainment!**

**Oct. 4-5-6-7, 2012
DOES YOUR CALENDAR KNOW?
www.oktoberfestraceweekend.com**



**West Salem, WI
608-786-1525**

www.lacrossespeedway.com

AUTO RACING FACTS, OBSERVANCES and OPINIONS

By Dale P. Danielski

There is definitely a difference when drivers are racing for points and championships rather than just wins. We know this after discussing the topic with two drivers who are leading points, Todd Korish in the NASCAR Late Model Division at La Crosse Fairgrounds Speedway and Jon Eilen who leads the ASA Midwest Tour standings.

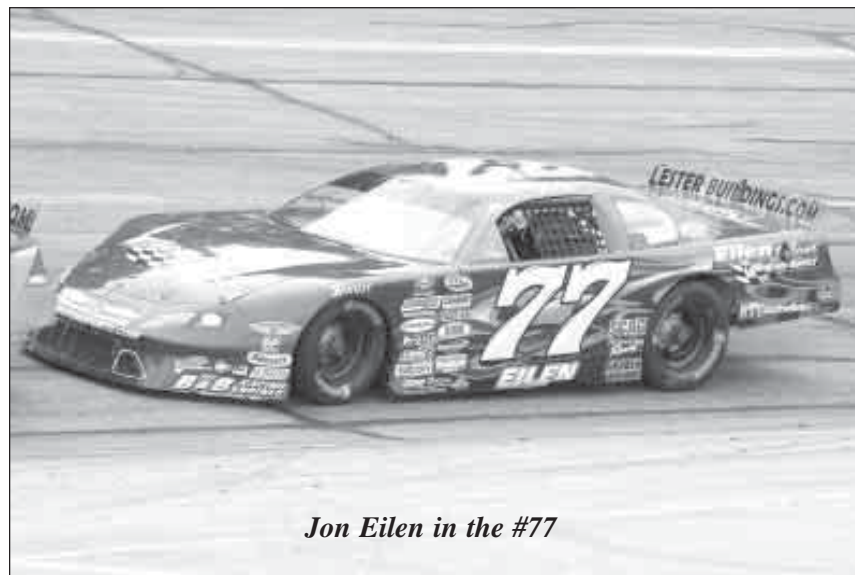
Korish has led the standings at La Crosse Fairgrounds in 2012 practically from the beginning of the year. And with that comes an adjustment in driving style. According to Korish, "I'd like to race for Feature wins but when you are going for a championship its top 5s, top 5s and top 5 finishes you need. I could have won races this year but I always have to think about the big picture. A couple times I could have put the bumper to drivers to get a win but I can't because then I might not finish at all." And, according to Korish it's his competitors that control his destiny. "They've got me right where they want me. They know I can't race aggressively and risk getting in a wreck. Even tougher for Korish is the fact his teammate Adam Degenhardt has a Feature win this year. "Sure I'd like to win, but I've won Features before, I know what that's like. I committed myself to winning the track championship at the end of the season last year after losing out, so that's how I

have to race, top 5s, top 5s." Of course adding to the championship drama but something Korish feels he has a handle on, is having to finish out the points season nearly a month after the last September show with racing at Oktoberfest. "It's tough having to wait. And I know those guys (Points contenders) are going to get all nugged up and change their cars all around (Like I did last year) for that last race. I'll leave mine the same and know what I've got going into that race." And believe it or not the consistency for Korish could actually result in a rather odd statistical record. "If I go the whole year without winning a Feature and win the championship I'd be the first ever here to do that." Not the most enviable record but one nonetheless for Mr. Consistency.

Jon Eilen has led the ASA Tour standings for most of the season and feels the same type pressure. "Earlier in the year I'd race more aggressively for the win. But now that I'm leading the points and have a chance at the Championship I have to race different. At Grundy (Morris, IL..) I could have won that race if I would have pushed a little harder. I could have passed Eddie Hoffman (Who ultimately won the race) but we might also have wrecked and not finished. You have to finish all the races to win these championships." Fortunately for Eilen while still in his more aggressive role earlier in the year he did pick off a Tour win.

From a fans perspective, points racing is pretty boring. Most want to see their driver go for the win and so be it if he or she spins or wrecks trying. But they also for the most part understand the importance of finishing to potentially win a championship as the prestige and pay-off at the end of the year makes it well worth it. Case in point in NASCAR Cup competition where Matt Kenseth won a championship with one win and a lot of ho-hum finishes which resulted in Cup officials overhauling the entire points system to try and create more competition. They are still working on coming up with that formula by the way.

So with both these points chases



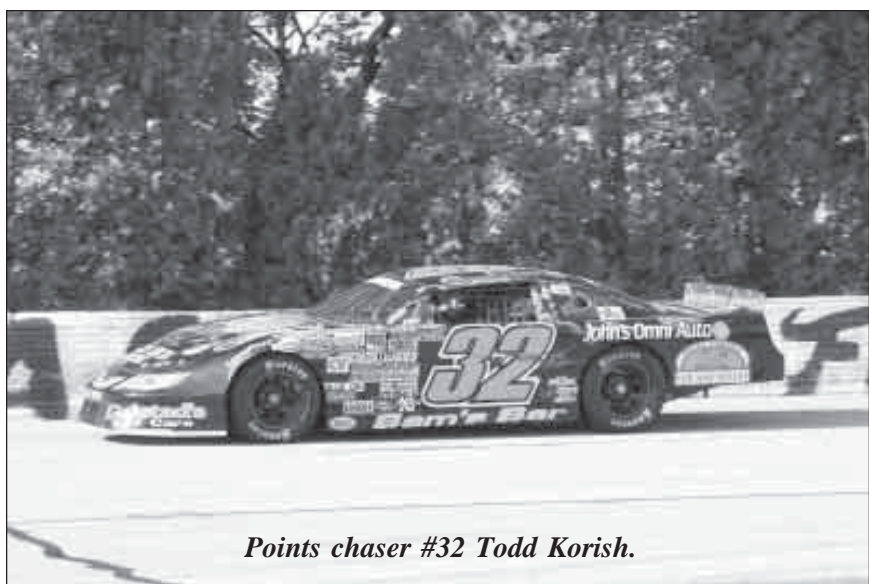
Jon Eilen in the #77

close for the respective drivers we will keep close tabs and see how it all shakes out when both championships are decided at the Annual Oktoberfest racing weekend at La Crosse Fairgrounds October 4-7.

Here and there...J. Herbst took his 3rd NASCAR Late Model Feature win here at La Crosse Fairgrounds July 28th. He was followed by Mike Carlson and Brad Powell. Even with numerous wins Herbst has a very slim to none chance to win his 3rd title in four years at the track this year...Interesting to note that Dad Steve Carlson won the 2nd Late Model heat over his son, a chip off the old block, Mike...Troy Tuma was a happy guy after the 1st late Model heat at Lax as he won it! For Tuma it was his first ever LM type car win...Rick Schermerhorn after literally tearing the rear end out of his car the week before during time trials came back strong to win the Sportsman Feature July 28 at Lax. According to Schermerhorn, "It took a lot of cold pizza and beer but we got it back together and here we are in victory lane!" .. We see where La Crosse regular (When he hasn't won a championship and has to take a year off) Danny Gilster picked up a Feature win at the Golden Sands Speedway, Plover, WI., July 27th. The win came in the Super stock division and was over Brian Weinfurter...August 4th racing at La Crosse found Steve

Not advertising your racing events is like winking at pretty lady in a dark room. You know what you're doing, but nobody else does.

Continued on page 13



Points chaser #32 Todd Korish.

\$2,000.00 Point Fund!

Summer Thunder Series

Extended lap races!

Open to Area Sportsmen/Thunder Cars/Hobby Stocks

**Brothers
JORGENSEN**
Race Parts - Service

REMAINING 2012 RACE DATES
MONDAY SEPTEMBER 3 - RACEWAY PARK
SATURDAY SEPTEMBER 29 - ELKO SPEEDWAY

EXTREME
POWDER COATING
(507) 583-7448
521 Industrial Drive NE • Blooming Prairie, MN 55917

Below is Dale Danielski's column as first published on September 21, 1979

After a week vacation in Maryland and a wedding in the family, it's time to take pen in hand and inform you of what has been going on lately.

The biggest news has been Dick Trickle's phenomenal performance in the recent ARTGO Summer Nationals. What I'm wondering is if the five main events Dick captured in less than twenty-four hours is a record. If anyone knows I wish you'd contact me. I must admit I'm quite surprised Trickle has been able to run so well with his home-built chassis. I just didn't think the car would be as competitive as the Bemco.

With the Bemco Bird meeting its unfortunate demise at the Elko Speedway, Trickle was forced to complete the new machine which has proven to be a blessing in disguise.

It has not been a blessing for the Blue and Black Knights as both Tom Reffner and John Boeggeman have crashed at Elko this season and have been struggling ever since. Reffner has managed to run only one feature since his accident in July, while Boeggeman, at last word, was still recuperating from injuries received at the speedway a while back.

Two other drivers who have had extremely bad luck this season are Ken Matthews and Bill Goss, both of Wis. Rapids. Goss has gone through numerous engines this season and has decided to park his machine for the remainder of the campaign. Matthews finds himself in the same boat and has also decided to sit out the few remaining races.

Wausau's Jim Dumdey meanwhile is back racing after conquering an illness and he responded by running quite well at both Wausau and Golden Sands this past week.

Stevens Point's Ron Beyer has also finished his new Camaro and, although he's hurting in the engine department power wise, the car is handling quite well. It will be interesting to see how fast the weasel will go with a little power under the hood.

Steve Moll also debuted his new machine Friday at Golden Sands and to say the least the car was not handling. Moll made some changes and when the semi-feature rolled around the car appeared to be working much better. A skirmish with Back damaged the car considerably, however, so I guess it's back to the drawing board for awhile anyway.

A battle is developing for the most feature wins in the Wisconsin area between Mike Miller and Dick Trickle. Trickle with his recent success has now caught Mike as both have thirty-one wins.

Minnesota Fair notes:

The three-hundred lap main once again proved to be very competitive as Tom Reffner and Dick Trickle both led much of the race and also battled with Mark Martin, Bob Senneker, Mike Miller, and Dave Watson for most of the event. Martin, who looked smooth all day, finally won out over Miller, who came from dead last. Watson and Senneker.

Many drivers did not finish as Tom Reffner, Rich Somers, John Anderson, Denny Nyari, and Jim Derhaag all bowed out with blown engines.

Dick Trickle seemed to have things well in hand but was forced to slow his pace at the end due to ignition trouble.

ELKO SPEEDWAY
CHAMPIONSHIP
SATURDAY AFTERNOON
SEPT 21

Don't miss this Preliminary event in the evening. \$8,700 in prize money. A great climax to a great day. Campers welcome. Races enjoy a lot of action.

★★★★★ **HOBBY**
★★★ **LATE MODEL**

AFTERNOON

12:30 Pits open for Hobby, Sportsman and Demo Races
1:00 Ticket gates and Grandstands open
1:00 Hobby and Sportsman warm-ups
2:00 Late Model warm-ups
2:30 Race Show Starts
National Anthem
Hobby Heats (3)
Sportsman Heats (2)
3:00 Pit Meeting for Demo Races
3:15-15 Min. Late Model hot laps
3:30 Late Model Time Trial
4:00 Demo Derby Heats (as scheduled)
5:00 ROASTED SMOKED PIG

TICKET INFORMATION

AFTERNOON SESSION:
Adults (18 and over)
Juniors (13 to 17)
Children (7 to 12)
Under 7 free with paid adult
EVENING SESSION:
Adults (18 and over)
Juniors (13 to 17)
Children (7 to 12)
Under 7 free with paid adult

ELKO SPEEDWAY is located on Highway 10
Elko-New Market, Wis.

McBRIDE COPS FIRST MAIN

by Pete Vercauteren

SHAWANO, WI, SEPT. 1 (Late Model) town favorite, M.J. McBride, captured the late model feature victory of the night Saturday night at the Shawano Speedway. McBride's first feature checkered in 1977.

The win was doubly sweet for McBride after a devastating crash last week required reconstruction of the tail end of his machine.

Racing Observations from page 12

Carlson back in victory lane after 25 laps of NASCAR Late Model racing. He was followed by Shawn Pfaff, Brad Powell, J. Herbst and you guessed it, Todd Korish in 5th...Steve Bachman set fast time in the Sportsman division for the first time ever. He proved it was no fluke by coming back to win the 15 lap Feature race...Jordan Myers blew away his competition in the Thunderstox main and in the fabulous trailer race of destruction it was Dakota Miller by popular fan vote the winner...Sorry to hear of the passing of Sportsman Division racer Rich Blackdeer this past week. Saw Rich win many a races in his orange Ford Products through the years...

Looking back on Friday night, July 21st 1971 it was the beginning of the Annual Interstate Fair and a 50 lap Feature was held to commemorate the occasion. Taking the win on the night was Marv Marzofka with Rich Somers and Jim Sauter following. The 15 lap Semi-Feature was won by Greg Delapp with Don Grant and Fred Beckler following. Heat race wins went to Beckler, Warren Droesser, and Larry Behrens with Behrens also winning the Trophy Dash. Friday night July 23rd found the running of the Interstate Fair 100 featuring a 100 lap Feature for Late Model Drivers. Larry Behrens took that huge win and was followed by Ron Beyer and Don Turner. The Semi-Feature went to Curt Iverson. Heat race victors were Fred Beckler, Ralph Bakewell and Behrens. Marv Marzofka won the 5 lap Trophy Dash. On Friday July 30th, Jim Sauter got back into victory lane taking the 20 lap Feature event. Sauter was followed to the stripe by Marv Marzofka and Jim Back. Fred Beckler won the Semi-Feature with heat race wins going to Buck Linhart, Behrens and Sauter. Sauter also captured the 5 lap Trophy Dash making it a three win night.

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

Pictures from the past...Marv Marzofka races his battle scarred Ford Torino to another win in 1971. Dick Trickle won 56 Feature events in 1971 in his Ford Torino.



LaJoie Finally Brings It Home At Iowa Dominates NASCAR K&N Pro Series East-West Combination Race

NEWTON, Iowa – Corey LaJoie finally was able to celebrate in Victory Lane at Iowa Speedway, closing out a dominating effort Friday night with a win in the Pork Be Inspired 150.

It was the third NASCAR K&N Pro Series win of the season for LaJoie and may be the sweetest – coming on the heels of a flat tire in the final laps at Columbus Motor Speedway.

In the May race at Iowa, LaJoie was fast early, but had a mechanical issue that put him down several laps that he was not able to recover even as he was running similar lap times as the race leaders. In 2010, he was part of a three-wide battle for the lead at the white flag but ultimately finished fourth.

Friday, there was no misfortunate to keep LaJoie out of Victory Lane.

He weathered a side-by-side battle with rookie Kyle Larson, who ultimately finished second, and then pulled away following a late red flag that set up a 14-lap sprint to the finish. Just prior to the last caution that brought out the red, LaJoie and Larson ran three straight laps side by side with Larson a nose with ahead at the line each time.

After LaJoie and Larson, Sergio Pena finished third. Chase Elliott was fourth and NASCAR K&N Pro Series East points leader Brett Moffitt was fifth. Travis Pastrana finished sixth, followed by Cale Conley, Eddie MacDonald, Michael Self and Daniel Suarez.

Self was the top finishing NASCAR K&N Pro Series West driver in the second combination event of the season between the East and West.

Earlier in the day, Conley won the 21 Means 21 Pole Award presented by Coors Light. He led the first four laps before giving way to LaJoie, who led a race-high 134 laps.

- UNOFFICIAL
NASCAR K&N PROSERIES EAST-WEST-Pork Be Inspired 150 Results
Friday
At Iowa Speedway
Newton, IA
Lap length: 0.875 miles
(Start position in parentheses)
1. (2) Corey LaJoie, Concord, N.C., Ford, 150 laps, 88.883 mph.
2. (5) Kyle Larson, Elk Grove, Calif., Toyota, 150.
3. (3) Sergio Pena, Winchester, Va., Toyota, 150.
4. (4) Chase Elliott, Dawsonville, Ga., Chevrolet, 150.
5. (6) Brett Moffitt, Grimes, Iowa, Toyota, 150.
6. (7) Travis Pastrana, Annapolis, Md., Toyota, 150.
7. (1) Cale Conley, Vienna, W.Va., Toyota, 150.
8. (21) Eddie MacDonald, Rowley, Mass., Chevrolet, 150.
9. (22) Michael Self, Park City, Utah, Chevrolet, 150.
10. (11) Daniel Suarez, Monterrey, Mexico, Toyota, 150.
11. (24) Jorge Arteaga, Aguascalientes, Mexico, Toyota, 150.
12. (15) Cameron Hayley, Calgary, Alberta, Toyota, 150.

13. (19) Darrell Wallace, Jr., Concord, N.C., Toyota, 150.
14. (8) Bryan Ortiz, Bayamon, Puerto Rico, Toyota, 150.
15. (27) Travis Miller, Chesapeake, Va., Toyota, 150.
16. (17) Jimmy Weller, Hubbard, Ohio, Toyota, 150.
17. (26) Chad Boat, Phoenix, Ariz., Chevrolet, 149.
18. (25) Eric Holmes, Escalon, Calif., Toyota, 149.
19. (28) David Mayhew, Atascadero, Calif., Chevrolet, 149.
20. (20) Greg Pursley, Newhall, Calif., Ford, 149.
21. (18) CJ Faison, Seaford, Del., Chevrolet, 149.
22. (33) Ryan Philpott, Tracy, Calif., Ford, 148.
23. (23) Jonathon Gomez, Twin Falls, Idaho, Chevrolet, 147.
24. (34) Sam Hunt, Midlothian, Va., Toyota, 147.
25. (30) Brandon Gdovic, Yorktown, Va., Toyota, 147.
26. (36) Carl Harr, Edmonton, Alberta, Chevrolet, 145.
27. (29) Dylan Kwasniewski, Las Vegas, Nev., Ford, 139.
28. (13) Ben Kennedy, Daytona Beach, Fla., Chevrolet, 137, accident.
29. (14) Derek Thorn, Lakeport, Calif., Ford, 136, accident.
30. (12) Matt DiBenedetto, Grass Valley, Calif., Toyota, 133, accident.
31. (31) Akinori Ogata, Kanagawa, Japan, Toyota, 132, accident.
32. (35) Dylan Presnell, Sevierville, Tenn., Toyota, 131, accident.
33. (16) Ryan Gifford, Winchester, Tenn., Toyota, 77, oil leak.
34. (9) Ryan Blaney, High Point, N.C., Toyota, 75, engine.
35. (10) Brennan Newberry, Bakersfield, Calif., Chevrolet, 53, accident.
36. (32) Austin Dyne, Malibu, Calif., Ford, 24, engine.
Race Statistics
Time of Race: 1 hour 28 minutes 36 seconds
Margin of Victory: 1.651 seconds
Fastest Qualifier: C.Conley (131.540 mph, 23.947 seconds)
Caution Flags: 5 for 25 laps.
Lead Changes: 5 among 4 drivers.
Lap Leaders: C. Conley 1-4; C. LaJoie 5-77; B. Moffitt 78-80; C. LaJoie 81-130; K. Larson 131-139; C. LaJoie 140-150.



Top photo - Corey LaJoie leads the field in the East-West combination race at Iowa Speedway. Bottom photo - LaJoie celebrates in victory lane.
Photos courtesy of Iowa Speedway

KEESER CONTROLS LATE MODEL FEATURE AT COLUMBUS 151

BY CHARLIE SPRY

Columbus, WI. Lincoln “The President” Keeser became only the second driver this season to win more than a single feature event in the late model division, as the Johnson Creekpilot garnered his second of the season. Keeser and rookie Brent Edmunds brought the field to the green flag, with Keeser quickly gaining control. Edmunds fell back, as another rookie, Kyle Smith settled into the second spot. Jerry Auby and Brady Liddle were close behind, with Liddle taking the third spot from Auby on lap six, then following up with a move to second the following lap. Point leader Don Gaserude and Ron Bishofberger were moving up quickly, with Gaserude taking third from Smith, and Bishofberger following into fourth. Meanwhile, Keeser continued to set the pace, with Liddle looking to make his car stick on the outside groove for the pass and lead, gaining a foothold on several occasions, only to fall back time and again. Gaserude was close behind, waiting for a mistake from either of the frontrunners, as Keeser had a mirror full of cars. Keeser continued to the end of the caution-free event with his steady pace, as Liddle fell back on the last lap, giving Gaserude the second spot and Bishofberger the third spot. At the checkers, “The President” got re-elected to another feature victory this season, with Gaserude, Bishofberger, Liddle, and Curt Clapper behind. Earlier in the evening, Gaserude set the fastest qualifying lap, with heat race victories going to Keeser and Auby.

Ben Hewitt took control at the start of the street stock feature, and flawlessly drove to his second feature win here in the past three weeks. Ed Jackson fell in behind in second spot, with Kevin Anderson moving into third. Hewitt would pull away from the field on occasion, and then Jackson would seem to catch him at different points during the race. Likewise, Collin Tomlinson would appear to catch Anderson, only to lose ground on occasion. Little would change in the running order throughout, with Tomlinson spinning late in the race. Hewitt took the win, followed by Jackson, Anderson, Jason Clapper and Tomlinson. Anderson set fast time, with Hewitt also winning the heat race.

Dave Trute showed his ability in running the whole hobby stock feature on the outside groove and patiently working to the lead, as he won the feature in this division once again. Brandon Johnson took the lead from the start, with Gary Pashley running second. Wayne Buchs settled into third, with Trute right behind. Trute jumped to the outside quickly, taking third on lap 6, and second on lap 7. All that remained between him and the feature win was the car of Johnson, who stuck to the inside groove like glue. Trute continually ran on the outside, as the pair raced side by side for many laps. Johnson slipped just a bit on lap 18, which was all that Trute needed to clear for the lead. Little changed from there, as Trute took the victory over Johnson, Pashley, Buchs, and Dustin Ward. Trute also set fast time, with Johnson winning the heat race.

Nick Schmidt took the early lead in the Bandit feature, with his brother, Dave, following into second. A caution on the first lap would change little, as the same results followed the restart. Brian Beale was now running third, looking for a

continued on page 17

Weiss Tops St. Croix Valley Raceway

By Josh Lehnertz and Terry Lehnertz

St. Croix Falls, WI, - The first full season of racing continued Friday night at the remodeled St. Croix Valley Raceway, with Kids' Night celebrations and Vintage racing on the card. In addition to dozens of giveaways for the youngsters, the night was capped off by one of the most dramatic races of the season, ending in the first career feature win for Mitch Weiss.

The race that will have fans buzzing for weeks to come was the evening's finale, the WISSOTA Midwest Modified feature. Mitch Weiss and John Remington paced the field to green and that duo stayed pretty much status quo for the first half of the race. Remington, running a middle groove, was the leader for eleven of the first twelve laps, and Weiss was tucked right underneath him on each circuit. Behind the top two, it was anyone's game with Tony Schill, Vince Corbin, Josh Bazey, Kevin Marlett and Ryan Johnson using low, middle and high grooves to scream around the quarter mile. With five laps remaining, Weiss had finally worked clear of Remington, but was immediately hounded by Bazey, who emerged from the beehive of a battle for third. The last five laps were a repeat of the first ten, with Bazey replacing Remington as the foil to Weiss. For the final four laps, the two car's front bumpers were never more than twelve feet apart, with Bazey scored as the leader for laps seventeen and nineteen, and Weiss scored out front on lap eighteen. In an all-time thriller, the pair charged out of turn four one last time in a furious dash to the checkers with Weiss claiming the win mere inches ahead of the current track points leader. Weiss, a graduate of the karting ranks, has only been in the full sized cars a few years and managed to rip his first career trophy away from one of northwest Wisconsin's more accomplished pilots. Behind the dramatic battle for the win, an equally furious, and broader, battle waged as Corbin, Schill, Johnson, Remington and Marlett crossed the final stripe with nary room for a mosquito between the cars. The feature racing got underway with yet another visit from the Northern Vintage Stockcar Racers, a popular Kids' Night addition with their tradition of awarding the winner's trophy to a young fan. In the Full Bodied division, Wally Stoltzman scored a win in his #35 mount, and presented his trophy to Haley Vaillancourt. Ken Sabby held off a hard-charging Butch Bethke for the honor of presenting his Super Modified trophy to Dakota Corbin.

Five UMSS Micro Sprints were on hand, and with Greg Gunderson not in attendance, there was going to be a new winner in the Micro ranks for first time in several weeks. The #64 of Ty Sampair had the early lead and was chased down by the 7cz of Gunner Cummings. On lap eight Cummings took the lead and checked out for the win. Sampair lost a carburetor in the final turn and coasted to a

second place finish in front of Tony Duran, Brian Patrick and Pat Traaseth.

Next up were the Pure Stocks with thirteen drivers looking to end Jason Havel's two month long winning streak. Tony DuBois and Dennis Stordahl paced the fourteen car field with Dubois holding the top spot through lap three. Jay Folz, who managed to best Havel in his heat race, was unable to repeat the feat in the main event, as Havel worked around him for second on lap two. By lap four, Havel dealt the same fate to DuBois and took over the lead. From there, Havel cruised – but nothing was settled behind him as Folz, DuBois, Kolby Kiehl, Ben Kaphing and Jake Silbernagel would all burn fuel in a bid for runner-up. At the end of fifteen laps, it was Havel nailing down a mind-boggling eighth consecutive feature win in front of Kaphing, Dubois, Silbernagel and Folz. As always, Havel shunned victory lane and parked his cancer-awareness #5 in front of the flagstand, plucked a young fan from the cheering throng behind the fence and placed him on the roof of the car for photos before giving away his trophy and passing out treats to the kids.

Nicki DuBois and Dylan Roberts brought the North Branch Bullseye Shooting Range Future Fours to green with Roberts staking claim to the top spot. Roberts, still looking for his first win of the season was looking strong and smooth in the top spot. However, with just two laps remaining, a small puff of smoke was visible and the 20R slowed, dropping to second. A few feet later, the ominous big smoke bomb momentarily engulfed his car signaling doom for the night and Roberts limped to his car to the pits. That handed the lead over to the 16x of Kris Kaphing who kept Damon Roberts at bay for the final two circuits to claim his first win of the season over Roberts, Chris Rick and DuBois.

Sterling Bank presented the eight car UMSS Traditional Sprint car feature with Kevin "Rocketman" Bradwell alongside of last week's winner Rob Caho Jr. in the front row. Bradwell led lap one, but Caho charged back to nab the top spot on lap two. By the third

circuit Johnny Parsons III shot past Bradwell into second with Jimmy Kouba, Denny Stordahl and Jack Clark battling for fourth. Caho found a comfortable line on the cushion and went on to win his second consecutive and fourth overall on the season. Parsons crossed the line next, ahead of Bradwell, Stordahl and Kouba.

Race Summary

WISSOTA Midwest Modifieds – feature: Mitch Weiss, Josh Bazey, Vince Corbin, Tony Schill, Ryan Johnson, John Remington, Kevin Marlett, Greg Arnt, Mike Halvorsen, Corey Folgleson, Tyler English

UMSS Traditional Sprints – feature: Rob Caho Jr., Johnny Parsons III, Kevin Bradwell, Jimmy Kouba, Denny Stordahl, Jack Clark, Tom Porter, Mike Huesmann.

UMSS Micro Sprints – feature: Gunnar Cummings, Ty Sampair, Tony Duran, Bryan Patrick, Pat Traaseth

Pure Stocks – feature: Jason Havel, Ben Kaphing, Tony Dubois, Jake Silbernagel, Jay Folz, Justin Rick, Greg Hallin, Jon Wigchers, Mason McEvers, Dennis Stordahl, Kyle Dahlheimer, Greg Meidlinger, Kolby Kiehl, Kyle Hallin

Future Fours – feature: Kris Kaphing, Damon Roberts, Chris Rick, Nicki DuBois, Dylan Roberts, Katie Lebies, Oliver Swanson, Kyle Dahlheimer, Alex Hallin



**Get your copy of MRC delivered to your home.
Yearly subscriptions just \$20.**

**Mail this form with check or money order to;
The Midwest Racing Connection
P.O. Box 22111
St. Paul, MN 55122**

Name: _____
Address: _____
City: _____
State/Zip: _____

Niemeyer
"Your guide to R.V. Trailers
& Truck accessories since 1965"
TRAILER SALES

SALES • PARTS • SERVICE • STORAGE

763-420-2727
877-949-2727
7918 Troy Lane
Maple Grove, MN 55311

sales@niemeyers.com
www.niemeyers.com

952-481-2525
800-340-8724
10405 E. 280th St.
Elko, MN 55020

Turtle's
BAR & GRILL

Downtown Shakopee
952-445-9668

MAREK'S
TOWING

20152 Kenrick Ave. West
Lakeville, MN 55044
Phone (952) 469 - 3182 * Fax (952) 469 - 7724

Tatnell and Pellersels Top UMSS Summer Sprint Special At CLS

By: Greg Parent

New Richmond, WI--The annual Summer Sprint Car Spectacular at the Cedar Lake Speedway on Saturday July 28 featured both the Upper Midwest Sprintcar Series (UMSS) winged sprints and the Traditional Sprint Car Series (TSCS) non-winged sprints in action on the high-banked 3/8 mile western Wisconsin dirt oval. With the spring race raining out on three attempts, it would end up being the first race of the season at CLS for both UMSS divisions and the weather was perfect. When the final checkers waved, it was Brooke Tatnell in a dominating performance for the win in the winged sprints while Jeff Pellersels earned his first-ever CLS feature win and second career TSCS victory in an exciting non-winged main event.

For former super stock driver turned sprint car racer Jeff Pellersels, it was especially satisfying to pick up his first CLS feature win ever. "Racedoc" as he is known to many fans and competitors has been trying for many years to get that elusive first CLS victory, and on this night he accomplished that goal. Commenting after the race, Pellersels said that "coming up on the group of four lapped cars in the final couple of laps was going to make things interesting. I didn't really know how I was going to get through that pack, and I knew Kevin Bradwell was right behind me. As it turned out, that late caution gave me a chance to try and catch my breath and regroup. It's great to finally get a feature win at my home track CLS."

The 20 lap TSCS non-winged sprint car feature would see defending champion Kevin Bradwell and Jimmy Kouba bring the 11 car starting field to the green. Bradwell blasted into the early lead over Kouba with sixth starter Mark Chevalier quickly moving to third. On lap four entering turn one, Chevalier rode up over the right rear tire of Kouba and launched skyward into a spectacular and wild-looking series of flips. The crash destroyed the John Morris owned car, but Chevalier was able to walk away and later praised his head and neck restraint system for doing its job and protecting him inside the car. Kouba's car sustained right rear damage and was also out of action.

On the restart, Bradwell continued to lead with rookie driver Lucas Milz running in second. Two laps later Jack Clark spun in turn one to bring out the caution. On lap seven, Pellersels got by Milz for second and set his sights on Bradwell. Two laps later Pellersels drove around Bradwell for the lead. The race continued under green and



Chris Graf and Jeni Erickson battle for position at Cedar Lake Speedway. Stan Meissner photo

eventually the leaders came upon a group of four cars battling for the final four spots. Things were going to get interesting for sure, as Lucas Milz quickly closed in on the leaders coming to the white flag. Bradwell moved up the track just past the flag stand and did not realize Milz had a tremendous run off of turn four. The two cars made contact and Milz sustained front end damage while Bradwell continued on. Pellersels held off Bradwell over the remaining two lap dash to the finish. Rookie Mike Huesmann turned in his most impressive run so far this season with a solid third place finish followed by veteran racer Jack Clark and rookie driver Denny Stordahl. The ageless wonder Tom Porter and rookie Katrina Sautbine also finished with Milz, Brad Nelson, Kouba and Chevalier not around at the end of what turned out to be a very entertaining feature event. Heat races were won by Pellersels and Chevalier, as the top three finishers in each heat redrew for feature race starting spots.

In the UMSS winged sprint car division, the 20 lap feature race had barely gone green when front row starters Leigh Thomas and Andy Jones crashed together. Several cars

Motorsports. A smiling Tatnell commented in the pits following the races, "the Nelson Motorsports crew really had the car dialed in tonight. I'll be running their car at the 360 Nationals at Knoxville next weekend and then driving for Guy Forbrook at the 410 Knoxville Nationals the following weekend. This was a nice way to kick off what will be some serious sprint car racing in the next couple of weeks down at Knoxville."

UMSS Race Results - Cedar Lake Speedway July 28, 2012 (Race#10)

Alpha Apparel & Promotions Ultimate Sprint Heat #1 (7 laps): Leigh Thomas 29, Scott Broty 34, Jerry Richert Jr 63, Sye Anderson 37, Tony Kaus 3TK, Jason Tostenson 36, Anna Kouba 5.

Meeks Video Ultimate Sprint Heat #2 (6 laps): Brooke Tatnell 14, Andy Jones 73, Chris Graf 20G, Jennifer Eriksen 10x, James Broty 33, Jared Goerges 9.

Driverwebsites.com Challenge Race #1 (8 laps): Richert, Jones, Kaus, Thomas, Goerges, Eriksen, Kouba DNF.

Mastell Brothers Trailer Service Challenge Race #2 (8 laps): Tatnell, Anderson, Scott Broty, Graf, James Broty, Tostenson (DQ-light at the scales).



Stan Meissner photo

were collected in the melee, but nobody tipped over. Jones' car was out of the race with front end damage while Thomas changed a tire, Chris Graf changed a top wing, and both Scott and James Broty made repairs to their cars to tag the tail. On the realigned starting grid, Jerry Richert Jr. and Brooke Tatnell moved up to the front row. Tatnell gained the advantage over his brother-in-law Richert in the first turn and it was all over after that. Tatnell went on to dominate the feature event which was slowed twice more for spins on laps four and five. The final 15 circuits ran nonstop with Tatnell lapping up through Scott Broty. 2011 Champion Richert, Sye Anderson, Jared Goerges, and Jason Tostenson completed the top five. Rounding out the top ten were Scott Broty, Tony Kaus, 2009 Champion Leigh Thomas, Jennifer Eriksen and Chris Graf.

The UMSS utilized its usual double-round of qualifying races with Thomas and Tatnell earning heat race wins while Richert and Tatnell topped the Challenge Races. For Tatnell, it was a clean sweep for the night en route to a \$1,000 payday thanks to some bonus money from GRP

GRP Motorsports A Main (20 laps): Tatnell, Richert, Anderson, Goerges, Tostenson, Scott Broty, Kaus, Thomas, Eriksen, Graf DNF, Kouba DNF, James Broty DNF, Jones DNF.

Lap Leader: Tatnell 1-20

Cautions: (3)

TSCS Race Results - Cedar Lake Speedway July 28, 2012 (Race#14)

Sprintsourc.com Heat #1 (6 laps): Jeff Pellersels 1, Jimmy Kouba 5, Kevin Bradwell 95, Katrina Sautbine 13k, Mike Huesmann, Brad Nelson 7N.

Sprintsourc.com Heat #2 (6 laps): Mark Chevalier 17, Jack Clarks 41s, Lucas Milz 60, Denny Stordahl 34, Tom Porter 53.

Mora Motorworks & GRP Motorsports A Main (20 laps): Pellersels, Bradwell, Huesmann, Clark, Stordahl, Porter, Sautbine, Milz DNF, Nelson DNF, Kouba DNF, Chevalier DNF.

Lap Leaders: Bradwell 1-8, Pellersels 9-20.

Cautions: (3)

Colony Brands 100 from page 2

Sauter joins Brandon Hill, Dan Fredrickson, Haseleu, Steve Carlson, Matt Kenseth, Ross Kenseth, and Andrew Morrissey as winners of an ASA Midwest Tour event at Madison International Speedway.

Feature Results

Driver Name Hometown

1 - 5S - Travis Sauter - Necedah, WI
 2 - 5M - Jeremy Miller - Rockton, IL
 3 - 87 - Nathan Haseleu (TS) - Marshall, WI
 4 - 52 - Chris Wimmer (TS) - Wausau, WI
 5 - 89 - Matt Tifft (R) - Hinckley, OH
 6 - 58 - Cardell Potter (R) - Camp Douglas, WI
 7 - 12 - Nick Murgic (TS) - Rosemount, MN
 8 - 6 - Austin Luedtke (R) - Beechwood, WI
 9 - 77 - Jonathan Eilen (TS) - Hampton, MN
 10 - 25 - Jeff Storm (TS) - Waterford, WI
 11 - 78 - Skylar Holzhausen (TS) - Bangor, WI
 12 - 43 - Matt Kocourek - Franklin, WI
 13 - 45 - Rich Bickle - Janesville, WI
 14 - 4 - Thor Anderson - Bondurant, IA
 15 - 75 - Chris Weinkauff (TS) - Merrill, WI
 16 - 85 - Erik Darnell - Park City, IL
 17 - 8W - Josh Wallace - Genoa City, WI
 18 - 91 - Ty Majeski (R) - Seymour, WI
 19 - 63 - Gary LeMonte - West Allis, WI
 20 - 19 - Johnny Baumeister Jr - Lake Geneva, WI
 21 - 40T - Curt Tillman - Roscoe, IL
 22 - 76 - Jason Weinkauff (R) - Merrill, WI
 23 - 21 - Tim Schendel (TS) - Sparta, WI
 24 - 39 - Andrew Morrissey (TS) - DeForest, WI
 25 - 47S - Jordan Sims - Salt Ste. Marie, ONT
 26 - 1 - Ed Szelagowski Jr - Westfield, WI
 27 7s Paul Shafer
 28 87 Tyler Kelley
 29 90L Eric Long
 ECHO Quick Cut Qualifier: 87 Nathan Haseleu (1st of 2012)
 Hedman Husler Hedders Husler Zone (Winners Circle): 1) 5S Travis Sauter; 2) 5M Jeremy Miller; 3) 87 Nathan Haseleu
 Hedman Husler Hedders Hard Charger: 78 Skylar Holzhausen (+10)
 Provisional Starters: 76 Jason Weinkauff (R); 1 Ed Szelagowski Jr; 40T Curt Tillman
 Rookie of the Year Points: 1) 89 Matt Tifft (R) (TS) 906; 2) 76 Jason Weinkauff (R) (TS) 857; 3) 58 Cardell Potter (R) (TS) 847; 4) 91 Ty Majeski (R) (TS) 666; 5) 6 Austin Luedtke (R) 558
 Championship Points: 1) 77 Jonathan Eilen (TS) 998; 2) 52 Chris Wimmer (TS) 971; 3) 75 Chris Weinkauff (TS) 952; 4) 87 Nathan Haseleu (TS) 928; 5) 39 Andrew Morrissey (TS) 927; 6) 89 Matt Tifft (R) (TS) 906; 7) 78 Skylar Holzhausen (TS) 896; 8) 76 Jason Weinkauff (R) (TS) 857; 9) 58 Cardell Potter (R) (TS) 847; 10) 22 Nick Panitzke (TS) 758



WEHRS MACHINE & Racing Products

WM200N

Steel Suspension Cages

Available with Bearings or Bronze Bushings

www.wehrsmachine.com 877-460-7211

Raceway Park results from page 6

Martin took the lead at the green flag, with Danny Johnson immediately moving around Jay Barta to pass for second. Two laps into the run, Mark Bronstad settled into third, and by 10 laps to go the top 3 were pulling away. As Bronstad started to move in right behind Johnson, further back in the pack it was clear that Todd Tacheny wasn't even considering slowing or stopping to let traffic through the "X" ahead of him, as continuous near misses and close calls became the norm for the Mankato driver through the rest of the race. Several times drivers passed so close to Tacheny in the "X" as the laps clicked down, everyone felt a crash was literally only inches away. With 6 laps to go, Bronstad pulled along side Johnson trying for second. In the final 3 laps, just as Martin was building up his lead over the rest, Tacheny shot across the path of Mike Dickey who had no choice but to slam on his brakes and come to a complete stop entering the "X." Todd Wilson, running right behind Dickey, was looking over at the traffic coming towards him as he approached the crossroads, and ran into the back of Dickey, clipping the rear fender. Dennis "The Menace" Barta was doing the same thing, watching the traffic coming up to the "X" and not watching ahead, drove full speed into the back of the Wilson machine, leading to a chain reaction crash that had fans jumping to their feet as the cars piled into each other. All drivers were uninjured, but there was heavy damage to all cars involved. As the smoke cleared, Martin racked up another win, followed by Johnson in second just ahead of Bronstad who took third place.



Martin DeFries photo

SUPPORT THE SPORT!
Attend Your Favorite Race Track Often!

Elko results from page 7

Skylark, blowing two tires during his effort to the delight of the crowd. The last competitor in the field turned out to be the best as Lakeville's Joey Miller and his '92 Buick Roadmaster Wagon again filled the air with smoke and earned the loudest and most appreciative applause to earn the win, ending a night of motorized mayhem.



Martin DeFries photo

Rockford results from page 9

Chwala, Johnson Creek, Wis; 3. Jason Thoma, Jefferson, Wis; 4. Tim Jendrycki, Round Lake; 5. Daryl Gerke, Whitelaw, Wis; 6. Johnny Robinson, II (r), Beloit, Wis; 7. Doug Bennett, Brodhead, Wis; 8. Seth Lootans, Kenosha, Wis; 9. Joshua Lundy, Loves Park; 10. Patrick Featherston II (r), Byron; 11. Brandon Swinbank, Fitchburg, Wis; 12. Kody Hubred, Cambridge, Wis; 13. Scott Lawver, Roscoe; 14. John Dietrich, Carol Stream; 15. Jack Williams, Rockford; 16. Jeff Schultz, Elkhorn, Wis; 17. Brett McCoy, Belvidere; 18. Warren (Butch) Swinbank, Rockford.

Miller Lite American Short Trackers

A-Main 01 — 1. Joe LaMarca, Rockford; 2. Nick Cina, Jr, Belvidere; 3. Kyle Lapier, Belvidere; 4. Jason Bragg, Machesney Park; 5. George Sparkman, Loves Park; 6. Christopher Jones, Capron; 7. Scott Hoeft, Watertown, Wis; 8. Alan Bekielewski, Roscoe; 9. Nick Letsinger, Rockford; 10. Rachel Sparkman, Belvidere; 11. Tim Dix, Beloit, Wis; 12. Keith Pierce, Machesney Park; 13. David Russell, Jr, Rockford.

RockStar Energy RoadRunners

A-Main 01 — 1. Arlyn Roush, Woodstock; 2. Adam Cartwright, Marengo; 3. Bobby Frisch, Beloit, Wis; 4. Dennis Smith, Jr, South Beloit; 5. Terrance Robinson, Beloit, Wis; 6. Howie Ware, South Beloit; 7. Gene Marocco, Machesney Park; 8. Derek Nichol, Roscoe; 9. Brian Mayer, Machesney Park; 10. Raymond Hardesty, McHenry; 11. Linnea Lundy, Loves Park; 12. Shawn Rickelman, Rockton; 13. Terry Van Hise, Machesney Park; 14. Kenneth Brazee III, Rockford; 15. Robert Myher, South Beloit; 16. Josh DiGiovanni, Machesney Park.

**When You Patronize
 One of MRC's
 Advertisers, Let Them
 Know That You Saw
 Their Ad in The Midwest
 Racing Connection!**

Columbus 151 from page 14

way past the Schmidt brothers, as Keith Erickson and Jamie Kohn were moving through the pack. Beale dispatched Dave Schmidt for second on lap 10, and immediately began looking to work by Nick, finally taking the lead on lap 12. Dave Schmidt took the second spot from Nick on lap 15, as Beale built up the lead. Kohn would work steadily to the front, getting the third spot late in the race, as Brian Beale cruised home to the win, followed by Dave Schmidt, Kohn, Nick Schmidt, and Phillip Wuesthoff. Dave Schmidt failed post-race inspection, as everyone behind moved up a spot with this result. John Beale set fast time during qualifications, with heat race wins going to Chase Munns, Nick Schmidt, and Gary Stark. With a large field of cars, a semi-feature was run, with Bill Kohn taking the win.

The Backup racers put on their usual wild show to close the evening, with Rick Verdon taking the lead on lap one. Andy Ward bobbled, and drove through the grass, never missing a beat, as George Wachuta took the lead from Verdon. Ward soon followed into second, as cars were spinning everywhere during the event, adding much excitement. Matt Wachuta was moving up in the pack, but spun by himself, allowing Verdon back into third. By this point, Ward had taken the lead and drove to the win, followed by George Wachuta and Verdon.

Gustin \$25,000 Richer after World Modified Dirt Track Championship Triumph

SPRING VALLEY, MN. — Over the last couple of years, many people have called Ryan Gustin the best Modified driver on the planet today. After his victory Saturday night at the 2nd Annual World Modified Dirt Track Championship presented by Hanson Tire Service, it would be hard to argue with that.

With 58 career wins over the last four seasons, the 21-year-old from Marshalltown, Iowa, is far and away the winningest driver in the United States Modified Touring Series during that time span. He’s also hopped into the cockpit of Modifieds in unknown territory under different rulebooks and proven himself a force to be reckoned with.

The only chink in his armor it seemed was he had yet to win one of those high-profile special events when the really big money was on the line - much like a top-ranked golf pro with multiple wins, but still missing that major victory on his résumé. So much for that argument.

Saturday night at the Deer Creek Speedway, Gustin started on the inside of the second row in the 75-lap main event featuring a three-wide start and quickly moved into second place to challenge polesitter and early leader Joey Jensen.

Before the first lap could be completed, caution delayed the start when Friday night winner Jordan Grabouski lost the handle in the fourth turn. The resulting scramble behind the leaders saw front-row starter Mike Sorensen and Ryan Ruter join Grabouski at the rear of the field after they ducked into the pits for repairs.

Jensen, who won Wednesday night’s 35-lap qualifying feature, took to the high side of the track on the restart. Gustin looked for a way around the leader on the inside while 2010 USMTS national champion Jason Hughes, three-time Deer Creek track champion Jason Cummins and Lucas Schott, who turned 16 on Thursday, followed close behind.

As Jensen stretched out his lead to four car-lengths, Gustin continued to search the bottom of the track for a faster way around. Hughes pulled alongside Gustin on the third lap but was unable to complete the pass and Gustin quickly shut the door, sliding up to mirror Jensen’s line on the cushion.

After brief cautions on the ninth and tenth laps, Hughes dove to the low side of the first turn and briefly edged in front of Jensen. Jensen raced back into the lead down the back-stretch and pulled back out to a five-car-length lead while Gustin slipped back to third with Cummins glued to his rear bumper.

Meanwhile, Schott, Jason Miller, Jason Krohn, Stormy Scott, Johnny Scott and Jon Tesch were close behind in tight battles of their own while 17th-starting Rodney Sanders and 15th-starting Brandon Davis were looking to crack the top 10.

With 15 laps down, Gustin began to run a little closer to the wall and streaked back into second while Cummins took away the low line to challenge Hughes for third. Little by little, Gustin began to reel in Jensen.

Lapped traffic came into the picture on lap 22, and Jensen was briefly slowed by a lapped car as they raced through turns 3 and 4. For just a moment, the high line was open

and Gustin pounced on the opportunity as he shot past Jensen on the outside as they came to the flagstand to complete lap 23.

“I knew I wasn’t going to get another opportunity to pass him again for a while, so I figured I’d stick it in there and see what I could do,” Gustin said.

After the pass, Jensen wrestled with the back-marker for another orbit while Gustin opened up a four-car-length lead of his own. Once in the clear, Jensen quickly closed back in behind Gustin and the two raced side by side until the race’s final caution occurred four laps later.

“We just kind of cruised there for a little bit and tried to keep the right rear (tire) under it,” Gustin recalled. “I got lucky to get by (Jensen) and then I was just trying to hold him off after that.”

Prior to the start of the race, drivers and officials agreed that if four cautions occurred that all drivers would stop on the front-stretch for two minutes while a crew member added fuel. No other changes to the racecar were permitted.

Jensen again showed his nose to Gustin on the restart and contested for the lead in every turn for the next three laps. It looked like the next 40 laps would be a nail-biter, but that’s when ‘The Reaper’ turned on the afterburners.

“We had that stop for fuel and there was no concern about the right rear so we just took off.”

Riding the cushion and taking the longest route around the high-banked 3/8-mile clay oval, Gustin was on rails as he extended his lead to a full straight-away ahead of Jensen within 10 laps.

From that point on, it seemed the only thing that could stop Gustin from reaching the winner’s circle would be a crash, mechanical failure or a late-race caution. None of those things happened, and even a few sprinkles that fell during the final 30 laps weren’t enough to change the outcome.

With \$25,000 going to the winner, not only did Gustin pick up the biggest paycheck of his career but he also did it in dominating fashion as he crossed the finish line more than seven seconds ahead of Jensen.

“As the race went on the track got better and better and better,” said Jensen, whose earnings of \$13,713 dwarfed the \$5,000 he pocketed just over a month ago when he captured his career-first USMTS win at this same track. “At the end there after 75 laps I probably burned off my tires trying to run away from Gustin there. Then I seen Hughes there and just kind of went into block mode and pulled off a second.

“We’re very, very happy with our finish. Give the credit to Ryan. He did a great job. He’s a great competitor and a great driver.”

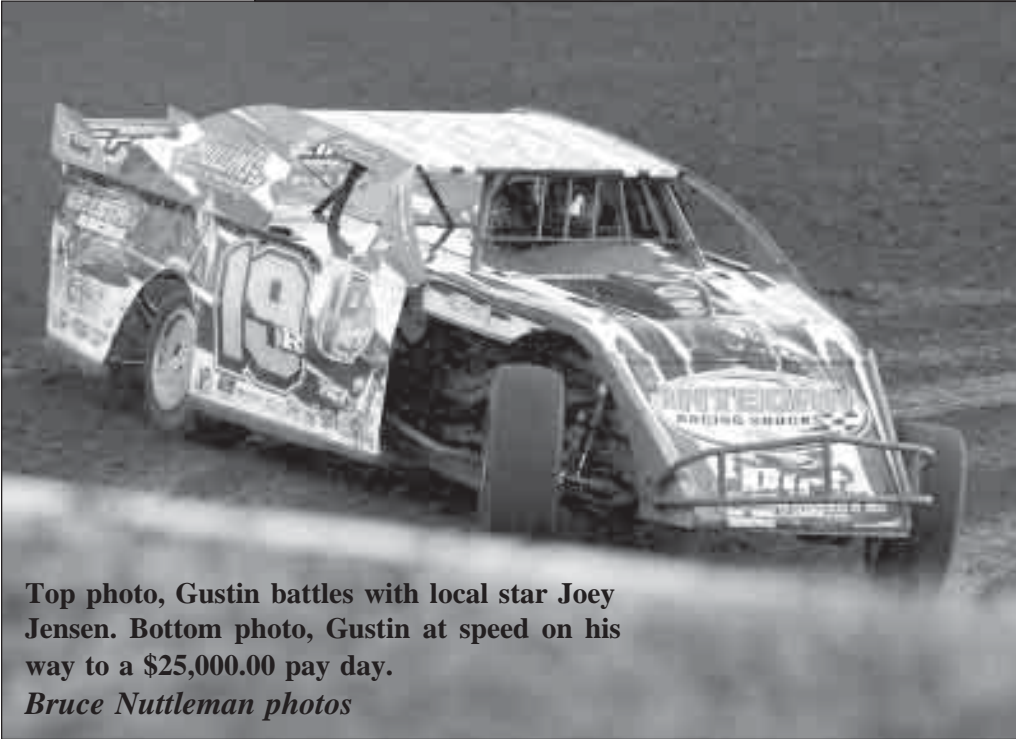
Hughes, a three-time winner of the Featherlite Fall Jamboree which takes place here in less than two months, came home with a third-place finish and an \$8,913 payday.

“We had that wreck in the first corner there, and then these guys got up there and put on a show I just kind of got to watch,” he said. “Seen the rain start coming in so we thought we’d better go, but we didn’t have quite enough to go.”

The next two finishing positions were secured by Cummins and Davis - two drivers who have battled all season at Deer Creek in weekly USRA Modified competition with Davis coming out on top in the majority of those contests.

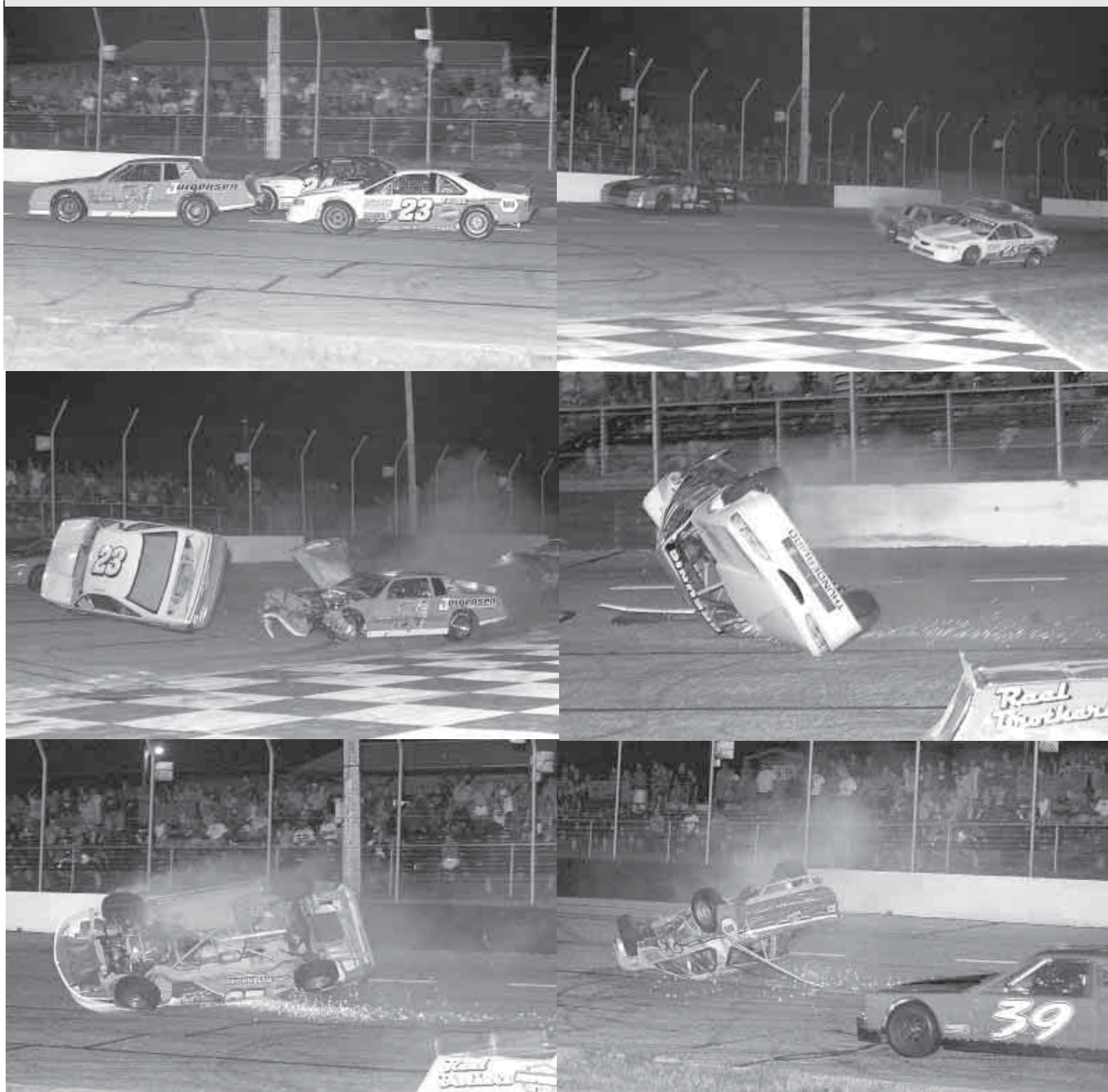
“Those (early) cautions came in handy,” said Davis, a four-time winner in USMTS action this year. “(A late caution) would have been very helpful, but we were getting a little rain and that could’ve made it interesting.” Cummins earned \$6,913 for his efforts while the ‘Medford Monster’ gobbled up \$5,713 after racing from 15th to fifth.

Thursday night’s winner, Stormy Scott, held off last year’s WMDTC Thursday night winner, Timms, for the sixth spot while younger twin brother Johnny Scott was eighth. Terry Phillips started 20th on the 31-car grid and came home ninth while Tesch rounded out the top 10.



Top photo, Gustin battles with local star Joey Jensen. Bottom photo, Gustin at speed on his way to a \$25,000.00 pay day.
Bruce Nuttleman photos

Thrills and Spills



Coming to the checkered flag during the sportsman feature at Dells Raceway Park, Kelsey Schultz of Mauston, WI and Randy Breunig of Columbus, WI get together causing this big wreck. Randy went skidding down the racetrack on his side and still finished second while Kelsey would end up fifth. Clifton Sauvey of LaValle won the feature event. Everyone was ok.

Photo's by Jeff Blaser

STEEL 4-BLADE FANS

High RPM mechanical fans have a universal bolt pattern with a 3/8" in pilot hole. Riveted reinforcement plate adds strength and high pitch 32° blades increase airflow. Painted black to resist corrosion.

049-ALL10101.....19" Steel Fan.....\$39.99
049-ALL10104.....15" Steel Fan.....\$39.99
049-ALL10105.....18" Steel Fan.....\$39.99



ECONOMY KIRKEY ALUMINUM SEATS

125 thick 5052 grade aluminum is TIG welded outside and MIG welded inside. Reinforced with unique tubular rolled edge. Vinyl seat covers clip on to the seat and are contoured high density foam bottom for complete leg and inner thigh support.

570-19400.....10" 15-1/2" Hip Seat.....\$109.99
570-19800.....10" 17-1/2" Hip Seat.....\$109.99
570-09400.....20" 15-1/2" Hip Seat.....\$109.99
570-09800.....20" 17-1/2" Hip Seat.....\$109.99

Best Value • Best Selection • Best Service 1-800-345-4545 / **JEGS.com**

LUG WRENCH

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

049-ALL10108.....Angle Handle.....\$38.99

BEAD BREAKER

Makes quick work of breaking down even the most stubborn tire beads. Durable steel construction with rubber hand grips. For use with 15 in. wheels.

049-ALL10105.....Bead Breaker.....\$43.99
049-ALL10106.....with Wide Jaw.....\$46.99

TIRE SPOONS

Separates the tire from the rim after breaking the bead.

049-ALL10103.....Straight, 24".....\$29.99
049-ALL10104.....Curved, 16.5".....\$32.99

HEATED TIRE GROOVER

Insert a blade into the groover, set blade height with a tire depth gauge and set the power level. Place the cutting edge against the tire surface and apply pressure to activate rocker switch, creating instant heat. Includes 1/32", 1/16", 1/8" and 1/4" flat blades.

049-ALL10270.....Tire Groover.....\$389.99

GAS PEDALS

Made from steel tubing with a black powder coat finish. Five 1/4" holes allow for linkage adjustment. Designed to allow the driver to pull the pedal back up if the throttle sticks.

555-157405.....Firewall Mount.....\$24.99
555-157406.....Side Mount.....\$19.99

FLOOR MOUNT PEDALS

Made of lightweight cast aluminum with a black finish. 5:1 ratio and accepts standard master cylinder bolt spacing.

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

STAGGER GAUGE

Measures tire diameter and automatically converts it to circumference. Provides accurate, consistent stagger measurements every time. Measures in 1/4" increments.

049-ALL10116.....65" to 115".....\$53.99

ELECTRIC RIGHT FRONT BRAKE SHUT-OFF KIT

Allows driver to disable the right front brake at the flip of a switch. Kit includes the electronic solenoid valve, brake line fittings, fuse, instruction sheet and moisture resistant toggle switch with protective boot.

555-63004.....Brake Shut-Off Kit.....\$69.99

MANUAL RIGHT FRONT BRAKE SHUT-OFF VALVE

Includes precision machined brass 2000 PSI valve, 3/8"-24 inverted flare female brake line fitting adapters and instruction sheet.

555-631600.....Shut-Off Valve.....\$43.99

MODIFIED HEADERS

SB-Chevy Mid-Length Primary Style
Headers fit Dirt Works, GRT, Hoffman, Jet, Larry Shaw & BMS chassis. A great compromise of low end torque and high RPM horsepower.

649-1106.....1-3/4" Primary Tube, 3-1/2" Collector Dia.....\$209.99

SB-Chevy Long Tube Primary Style
Headers fit BMS, Dirt Works, Hot, Hoffman, Jet, KMOD, Pierce, Pro, Quick, Sardeson, Smiley's & Victory chassis. Provides more torque & horsepower with longer primary tubes.

649-1186.....1-3/4" Primary, 3-1/2" Collector Dia & 8" Length.....\$209.99

STREET STOCK HEADERS

SB-Chevy GM G-Body Headers
Clears side & rear engine mounts. Fit straight or angle plug, standard exhaust port heads. Must use short oil filter.

Fits SB-Chevy in GM 72-87 Malibu/Malibu Carlo/Gd Prix/Regal/Cutlass & 70-81 Camaro/Firebird.

649-185.....1-3/8" Primary, 3" Collector Dia and 8" Length.....\$179.99

649-186.....1-3/4" Primary, 3-1/2" Collector Dia and 8" Length.....\$179.99

G-BODY TRAILING ARM BUSHING

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

555-60561.....Trailing Arm Bushing.....\$38.99

STEEL TUBING ENDS

For building custom length suspension tubes.

049-ALL22504.....3/4"-24 RH, 1/2"x.058".....\$5.99

049-ALL22508.....3/4"-24 RH, 1/2"x.058".....\$5.99

049-ALL22509.....3/4"-24 LH, 1/2"x.058".....\$5.99

049-ALL22512.....3/4"-24 RH, 3/4"x.058".....\$6.99

049-ALL22513.....3/4"-24 LH, 3/4"x.058".....\$6.99

049-ALL22518.....1/2"-20 RH, 1/2"x.058".....\$6.99

049-ALL22519.....1/2"-20 LH, 1/2"x.058".....\$6.99

049-ALL22522.....1/2"-20 RH, 1"x.058".....\$9.99

049-ALL22523.....1/2"-20 LH, 1"x.058".....\$9.99

049-ALL22526.....1/2"-20 RH, 1"x.065".....\$9.99

049-ALL22527.....1/2"-20 LH, 1"x.065".....\$9.99

049-ALL22534.....3/4"-18 RH, 1"x.058".....\$9.99

049-ALL22535.....3/4"-18 LH, 1"x.058".....\$9.99

049-ALL22538.....3/4"-18 RH, 1"x.095".....\$9.99

049-ALL22539.....3/4"-18 LH, 1"x.095".....\$9.99

049-ALL22542.....3/4"-18 RH, 1-1/4"x.095".....\$13.99

049-ALL22543.....3/4"-18 LH, 1-1/4"x.095".....\$13.99

049-ALL22546.....3/4"-18 RH, 1-1/4"x.120".....\$13.99

049-ALL22547.....3/4"-18 LH, 1-1/4"x.120".....\$13.99

049-ALL22550.....3/4"-16 RH, 1-1/4"x.095".....\$13.99

049-ALL22551.....3/4"-16 LH, 1-1/4"x.095".....\$13.99

049-ALL22554.....3/4"-16 RH, 1-1/4"x.120".....\$13.99

049-ALL22555.....3/4"-16 LH, 1-1/4"x.120".....\$13.99

049-ALL22558.....3/4"-16 RH, 1-3/4"x.095".....\$14.99

049-ALL22559.....3/4"-16 LH, 1-3/4"x.095".....\$16.99

DIGITAL TIRE DEPTH GAUGE

Measures to 1/1000 of an inch. Features an inch/mm button, on/off button & a zero out button. Digital display.

514-56100.....Digital.....\$21.99

TIRE DUROMETER

New tires, from the same compound, can vary in hardness. A durometer will quickly and accurately check tire hardness. Large 2" face measures 0-100 in 1-point increments. Includes storage pouch & is ASTM certified.

555-81670.....Tire Durometer.....\$59.99

FUEL CELLS

Accepted by most sanctioning bodies where a steel outer container with an inner liner is required. Features a spot-welded steel can that is powder coated in red, knurled cap, flapper valve and an internal pickup tube that extracts fuel from the right rear corner of the cell. The inner liner is manufactured with seamless rotomolded and cross-linked polyethylene for strength and durability.

-OBAN Male Outlet and -OBAN Male Rollover Vent

555-15510.....8 gal, 19"Lx19"Wx8"H.....\$159.99

555-15511.....12 gal, 19"Lx19"Wx11"H.....\$169.99

555-15512.....16 gal, 19"Lx25"Wx11"H.....\$199.99

555-15513.....22 gal, 18"Lx26"Wx15"H.....\$249.99

-10AN Male Outlet, -OBAN Male Rollover Vent & -OBAN Male Return

555-15514.....22 Gallon Long, 26"L x 18"W x 15"H.....\$229.99

555-15515.....32 Gallon GRT, 26"L x 18"W x 18"H.....\$249.99

555-15516.....32 gal, 18"Lx26"Wx18"H.....\$249.99

555-15517.....32 Gallon Teardrop, 24.5"Lx24.5"Wx18"H.....\$249.99

SPORTS CELLS

Features molded seamless bladder, excellent resistance to race gas, ethanol & methanol. CORR, NASA, SCCA, SCORE, USAC, FIA FT3 approved. Powder coated steel container has T195 steel fill plate, ATL flap valve, twist cap & neck, (2) #6AN or #8AN outlets, (1) #6AN vent-check roll-over valve, fuel traps & filters, SF-103 foam baffling for slosh & explosion suppression. 5 year warranty.

20.5" x 17.75" x 9.5"

046-SP112.....12 Gallon, Red.....\$563.99

20.5" x 17.75" x 9.5"

046-SP115.....15 Gallon, Red.....\$585.99

34" x 17.5" x 9.5"

046-SP122C.....22 Gallon, Red.....\$685.99

SUSPENSION TUBES

Steel tubes are formed using .095 wall DOM and are yellow zinc plated. Drawn 6061-T6 aluminum tubes provide more strength over extruded. Consistent wall thickness for better engagement & deep knurl.

Swaged Steel Tubing

921-36181.....11" x 7/8" OD, 3/4" Heim.....\$11.99

921-36182.....12" x 7/8" OD, 3/4" Heim.....\$11.99

921-36183.....13" x 7/8" OD, 3/4" Heim.....\$11.99

921-36184.....14" x 7/8" OD, 3/4" Heim.....\$11.99

921-36185.....15" x 7/8" OD, 3/4" Heim.....\$12.99

921-36186.....16" x 7/8" OD, 3/4" Heim.....\$12.99

921-36187.....17" x 7/8" OD, 3/4" Heim.....\$12.99

921-19512.....12" x 1" OD, 3/4" Heim.....\$11.99

921-19513.....13" x 1" OD, 3/4" Heim.....\$12.99

921-19513-1.....13.5" x 1" OD, 3/4" Heim.....\$12.99

921-19514.....14" x 1" OD, 3/4" Heim.....\$12.99

921-19515.....15" x 1" OD, 3/4" Heim.....\$12.99

921-19516.....16" x 1" OD, 3/4" Heim.....\$13.99

921-19517.....17" x 1" OD, 3/4" Heim.....\$13.99

921-19518.....18" x 1" OD, 3/4" Heim.....\$13.99

Non-Swaged Aluminum Tubing

921-36079.....9" x 7/8" OD, 3/4" Heim.....\$9.99

921-36080.....10" x 7/8" OD, 3/4" Heim.....\$9.99

921-36081.....11" x 7/8" OD, 3/4" Heim.....\$11.99

921-36082.....12" x 7/8" OD, 3/4" Heim.....\$11.99

921-36083.....13" x 7/8" OD, 3/4" Heim.....\$11.99

921-36084.....14" x 7/8" OD, 3/4" Heim.....\$11.99

921-36085.....15" x 7/8" OD, 3/4" Heim.....\$11.99

921-36086.....16" x 7/8" OD, 3/4" Heim.....\$11.99

15" ALUMINUM STEERING WHEELS

Shot peened, no slip surface is drilled to reduce weight.

514-13535-A.....Flat, Bare.....\$77.99

514-13535-B.....Flat, Black.....\$79.99

514-13515-A.....2-1/2" Dish, Bare.....\$72.99

514-13515-B.....2-1/2" Dish, Black.....\$79.99

Steering Wheel Pad

Protect your headface from the steering wheels during a hard crash.

514-13650.....Pad.....\$34.99

MUSTANG II SPINDLES

Stock height spindles are a direct replacement for OE. Includes official IMCA stamp of approval.

049-ALL56303.....Left.....\$114.99

049-ALL56304.....Right.....\$114.99

GM METRIC SPINDLES

Fit 1980-88 GM mid-size cars & 10/515 2WD trucks. New replacement OEM style spindles that are manufactured from ductile cast iron. Standard ride height.

555-64015.....Left/Right.....\$189.99

555-64016.....Left Only.....\$94.99

555-64017.....Right Only.....\$94.99

CAST IRON POWER STEERING PUMP

All new, not rebuilt. 13.5cc ultra high volume pumps are ideal for street stocks or open wheel modifieds using a steering quickener. Also used in off-road vehicles.

612-50010000.....PS Pump.....\$181.99

STEERING QUICKENERS

Basic Quickener
Meets the requirements of the job with no frills. The alloy steel gears and unique tooth design make it far stronger and more durable than any other small housing quickener on the market.

505-5224.....Basic, 2:1 Ratio.....\$94.99

505-5225.....Basic, 1.5:1 Ratio.....\$89.99

505-5221.....Coupler, 735"-36 Spl.....\$11.99

505-UA102.....U-Joint 3/4", 735"-36 Spl.....\$75.99

BALL JOINTS

High performance units designed for smooth suspension travel. Some ball joints are available with longer than stock pin length. Hardened pins with stock type housings. Not rebuildable. Legal for classes that require non-take apart ball joints. Off-road only.

Upper Screw-In

049-ALL56010.....Std (Moog K772).....\$45.99

049-ALL56011.....+1/2" (Moog K772).....\$45.99

049-ALL56012.....+1" (Moog K772).....\$45.99

Upper Bolt-In

049-ALL56014.....Std (Moog K6024).....\$45.99

049-ALL56015.....+3/8" (Moog K6136).....\$45.99

049-ALL56018.....Std (Moog K5208).....\$45.99

049-ALL56019.....+1/2" (Moog K5208).....\$45.99

Lower Screw-In

049-ALL56038.....Std (Moog K727).....\$45.99

049-ALL56031.....+1/2" (Moog K727).....\$45.99

049-ALL56034.....Standard GM/Chry.....\$45.99

049-ALL56035.....+1/2" GM/Chry.....\$45.99

Lower Bolt-In

049-ALL56042.....Std (Moog K6141).....\$45.99

049-ALL56043.....Std (Moog K5103).....\$45.99

049-ALL56046.....Std (Moog K6145).....\$45.99

049-ALL56047.....+1/2" (Moog K6145).....\$45.99

HYDRAULIC THROWOUT BEARINGS

For use with different types of clutches & transmissions. Includes shims and mounting hardware. Use with DOT 3 or equivalent (non-silicone) brake fluid.

Stock Style Clutch on Saginaw, T-10, Muncie, Jerico, and Others

Inner dia is 1.379". Compressed length 1.688", extended 2.375" for .688" of travel.

505-82870.....Stock Clutch, T-10.....\$149.99

505-82871.....Remote Bleed Kit.....\$55.99

505-82871.....O-Ring Service Kit.....\$11.99

Stock Style Clutch on T-5 Trans

Inner dia is 1.379". Compressed length 1.513", extended 2.048" for .536" of travel. Does not fit Ford with 1.441"OD bearing retainer.

505-82876.....Clutch, T-5.....\$159.99

MUSTANG II FRONT CALIPER BRACKETS

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

555-630655.....Front Left.....ea.\$18.99

555-630656.....Front Right.....ea.\$18.99

BRAKE ROTORS

Street/Drag/IMCA-Style Replacement Brake Rotors
Vaned rotors provide superior strength & performance. GM models are 2.75 lbs lighter & 25% stronger than OE. Ford models save 2.5 lbs & are 10% extra long wheel studs & bearing races installed.

GM Metric 78-81 Monte Carlo/Malibu, 79-81 Cutlass/Regal

921-9850-6501.....5 x 4-1/2" Bolt Circle, 7/16" Wheel Studs.....\$69.99

921-9851-8500.....Wheel Bearing Kit.....\$19.99

921-9851-8501.....Dust Cap.....ea.\$8.99

Ford 1974-80 Pinto/Mustang-II

921-9850-6511.....5 x 4-1/2" Bolt Circle, 1/2" Wheel Studs.....\$69.99

921-9851