

# THE MIDWEST RACING CONNECTION

[www.theracingconnection.com](http://www.theracingconnection.com)

THE MIDWEST'S SHORT TRACK AUTO RACING AUTHORITY

May 12, 2011 Vol. 15, No. 2

## Inside...



Tribute to T.P.



The Inside Dirt

## First Time Winners



## Dirt Track Action



✓Yes



✓Yes



✓Yes



xNo



✓Yes

✓ Huge Selection  
✓ Everyday Low Prices



ALL THE PARTS YOUR CAR WILL EVER NEED

GO TO [WWW.ROCKAUTO.COM](http://WWW.ROCKAUTO.COM) ROCKAUTO, LLC (EST. 1999)

✓ Fast Shipping  
✓ Easy to use Website





AIRPORT SERVICE - CALL 24 HOURS

\*Time Calls - Appointments

**DISCOUNT TAXI**

**FOR TRANSPORTATION**

Toll Free 1-888-240-8294

**612-723-5500**

[www.discounttaxiracing.com](http://www.discounttaxiracing.com)

# UNLEASH THE POWER!

**Justice Brothers**  
Car Care Products



DISTRIBUTED BY

**GILLUND**  
ENTERPRISES

"GO WITH THE WINNER"

1-800-533-7492 or 952-934-7354

**Available at your local auto parts store**

© MMIV Justice Brothers, Inc.

## Publisher's Note

### *Racing According to Plan*



**Dan Plan**

The 2011 season has seen double-file restarts as the hot topic of conversation on many levels. Everything from Indy Car racing, to our local short tracks are adopting (or have adopted) the procedure. Some have used the procedure in the past, and are trying it again, and in some cases, it's their first attempt. While my comments may ruffle few feathers, I firmly believe double-file restarts are needed to keep the sport entertaining. By entertaining, I don't mean the wrecks that are happening in some cases, but more appropriately, the side-by-side racing.

When it comes to Late Model racing, there is a much greater deal of equality with equipment available in this day and age. That's one of the items my local historian told me a few years ago. I asked how drivers "back in the day" could win with full field inverts. The simple answer was, some cars were far superior to other cars on the track years ago. The days of Dick Trickle starting last in his 1972 Mustang for a 25-lap feature, and running through the field for the win, are long gone. The cars are just too similar now. If races can start side-by-side, there shouldn't be any reason why they can't restart side-by-side.

## Double-File

### *All The Time and First Time Winners*

Part of the problem may be that some tracks are notorious for having little or no traction in the outside groove. One of my favorite quotes heard several years ago in a drivers meeting was a promoter saying "this is a two-groove track". It sure is, but the bottom one is a whole lot faster. It seems in this day and age, if given the choice, some drivers go to the outside lane on a restart with the intent of chopping down to the bottom as soon as possible. What would seem to make more sense is to choose the outside lane if you actually think you are fast enough to pass somebody. Unfortunately, it can be quite difficult to get a driver to change their style of driving. If the track doesn't have two equal grooves, there are things that can be done. I've become a big believer in utilizing the same chemicals drag racers use to help promote two-groove racing. I've seen it work at a number of tracks in the last 15 years or so, and it really does help when applied properly. Although another promoter referred to this chemical as "Racers Cocaine", I think it is needed at some tracks. Hopefully cooler heads prevail, and double-file restarts are here to stay for a long time to come.

#### Misc. News and Notes.

Elko Speedway kicked off their asphalt racing season with defending Late Model champion Donny Ruevers picking up the win. Adam Royle crossed the stripe in third, but moved up to second after a post race DQ of Brian Johnson. Brent "The Freight Train" Kane also started where he left off in 2010, with a feature win. Dusty Mann topped the newly transformed Power Stock division, which has an interesting twist for 2011 and may be the division to watch this year. A modification of the rules over the winter put the Power Stocks/Figure-8/Enduro cars on the same page. This change appears to have put all cars on equal ground. Jonny "Hot Rod" Hentges picked up his first career feature win as well opening night, by being in the right place at the right time. Hentges was running third,

*Publisher's note continued on page 8*

*The Midwest*

**RACING**

*Connection*

May 12, 2011

Vol. 15, No. 2

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

info@theracingconnection.com  
www.theracingconnection.com

#### Publisher

Dan Plan

#### Contributing Writers

Jordan Bianchi

Dale P. Danielski

Stan Meissner

Charlie Spry

#### Photographers

Jim Ambruoso (815-623-3200)

Rick Blewett (507-398-9483)

D's Racing Imagery (608-448-2288)

Martin DeFries (651-457-7719)

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 2011 and may not be reprinted without permission. Subscriptions are \$20 for ten issues. Call 651-451-4036.

Cover photos by: Martin DeFries, Doug Hornickel, Stan Meissner and Jerry Zimmer.

Member of the NMPA  
National Motorsports Press Association



**Methanol also available!**



Distributed Worldwide By



**Methanol also available!**



**CALL TODAY 1-800-634-9666**

Red Wing, Minnesota



## The Inside Dirt



**Stan Meissner**

In this issue of "The Inside Dirt" I'm going to embrace a political tactic and backpedal on a promise I made in my last column. You might recall that I said I wasn't going to write about the cold, wet weather anymore. In view of the weather we've experienced since our last issue of MRC I'm going to side step my promise and curse the weather once again. In a word the weather was miserable during the first week of information gathering for this issue. Every possible destination that fit my agenda was taken off the table by Ma Nature from April 29 through May 1. My intended destination was Cedar Lake where I had hoped to see their rescheduled opener and my first UMSS race of the season but it was not to be.

On Sunday May 1st it was wet and the temperature was barely 40 degrees with a 30 mph wind. It was so cold that



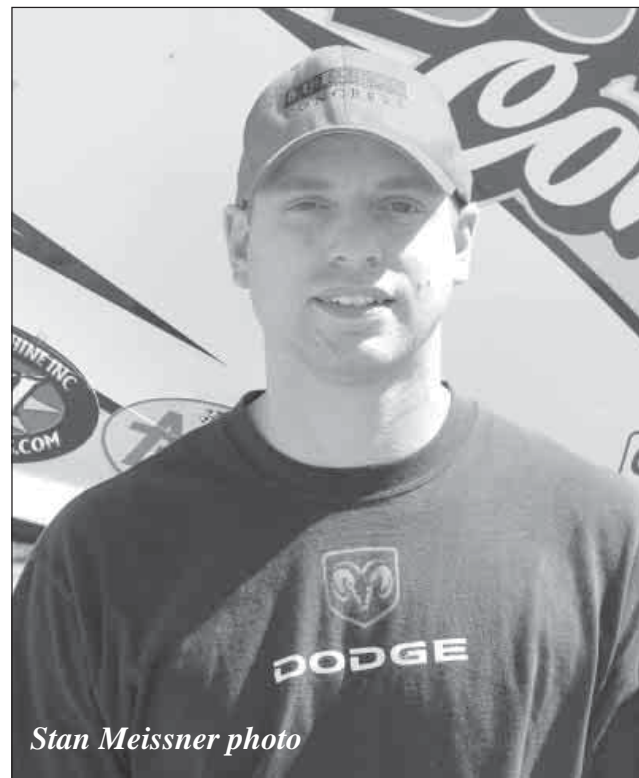
*Stan Meissner photo*

my gloveless fingers became numb within minutes while doing an outdoor task. Only the duck splashing in my ditch was happy with the weather on this day. When I was done with my chore I went back into the house and made a quick check of the racing message boards. The first thing that caught my eye was that the Eagle Valley Speedway had canceled for the evening. When I was outside I had been thinking to myself how miserable it would be to have to sit outdoors to watch a race in that weather and I fully understood their decision to cancel. The reason I'm bringing this up is that shortly after EVS canceled someone chimed in criticizing the track's decision. Suddenly I had one of those ah ha moments and realized that no matter how miserable the weather or how justified a promoter is in canceling that someone is going to protest. I realized that I'm never going to be on the same wavelength as the die hards and it's a waste of time to attempt to defend the promoter's decision. To be sure there is probably some crossover of ice and snowmobile racers to dirt track racing who are oblivious to the weather. This crossover could possibly explain the origin of these posts and I can accept that but I'll never throw my lot in with them.

Having given up on attending any races for the weekend I turned my attention to culling information for this column from all available sources. There wasn't much to be found on this weekend but Knoxville and the IRA both managed to get their races in the books. Knoxville was said to have locked down and was a follow the leader deal which is a rare occurrence on what is normally one of the best surfaces anywhere. Danny Lasoski won their opener with Minnesota based racers Brooke Tatnell taking fourth and Davey Heskin finishing in the eleventh spot.

Reports were that the IRA opener at Beaver Dam produced good racing but the teams fought rough track conditions. The winner was Mike Kerscher with Scotty Neitzel, and Mike Reinke rounding out the top three. Last year's IRA champion Bill Balog got together with the 4b of Scott Biertzer in one of those racin' deals, got upside down and ended up in the 19th spot. The IRA's next stop would be the Knoxville Raceway on Saturday May 7 and this is where I must make confession for the second time. In the last issue I stated that I would be attending the UMSS race at the Ogilvie Raceway. Early in the week my son Les and I discussed our options and decided to give his new vehicle a road test. By Thursday the decision had been made to make a road trip to the Sprint Car Capitol of the World in Knoxville, Iowa, our first father and son racing trip since 2005.

This was my first attempt to cover Knoxville on behalf of MRC in quite a few years and as has been the case since



*Stan Meissner photo*

1999 I did so without the blessing of the track. May 7 happened to be the annual IRA/Knoxville Challenge series race where IRA drivers challenge the Knoxville regulars on their home turf so it was sure to be a great show. Familiar IRA drivers included Bill Balog, Travis Whitney, Scotty Neitzel, Scott Biertzer and several others from the IRA. There were forty three 410 Sprints on hand and thirty one 360's for a total of 74 Sprint Cars. Donny Schatz caught a flight to Knoxville where he would drive Jessica Zemkins' #14 after rain won the Outlaw race at Eldora. Kevin Swindell, who is running weekly at Knoxville, set quick time with a lap of 14.977. 410 Heats were won by Kevin Swindell, Minnesota sensation Davey Heskin, Danny Lasoski and Donnie Schatz. Mark Dobmeier won the B Feature with Scott Winters edging out Travis Whitney for the final transfer spot. Travis was driving the DeWall #16 and told us after the races that he would be making approximately four starts in the family owned #9 in addition to a limited schedule of events behind the wheel of the DeWall machine. In spite of not making the feature, Travis was pleased with what he learned driving the reverse arm #16, a chassis type he hasn't driven since his first year of Sprint Car racing.

Both features provided thrills and drama giving the largest weekly crowd I recall having seen on my infrequent visits

*The Inside Dirt continued on page 17*



# CEDAR VIEW ELECTRIC, INC.

## 952-469-2100

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

Residential & Commercial

Lakeville, MN

[www.cedarviewelectic.com](http://www.cedarviewelectic.com)

## The Racing Geek



by Jordan Bianchi

Early into the 2011 NASCAR Sprint Cup season has the appearance of a last stand for some drivers who had high expectations coming into the year.

Greg Biffle, Denny Hamlin, Martin Truex Jr., Jeff Burton, Jamie McMurray, and Joey Logano were each expected to contend for a spot in the Chase for the Sprint Cup and in some cases, the championship.

However, a third of the way through the 26-race regular season, none of the above drivers have looked like potential titlists and none of the six have yet to win a race this season. Even more problematic, combined the “Sluggish Six” have just one finish inside the top-five and seven top- top-finishes. Certainly not a sign that better things are to come as spring turns to summer.

Hope is not lost though thanks to the new Chase format NASCAR introduced in the offseason. Instead of taking the twelve highest drivers in points, only the top-10 will get in automatically. The final two spots are being reserved for the two drivers 11-20th in points who score the most wins.

So unlike years past when it might be doom and gloom, Biffle, Hamlin, Truex, Burton McMurray and Logano still have a shot at squeezing their way into the Chase. Granted, all to varying degrees. To do so, each has to start racing to the level that was expected of them heading into 2011 and not to the level each has shown through the first two months of the season. That’s no given. Here is what each of the Sluggish Six must do to qualify for the Chase, the likelihood of each actually doing so, and how they ended up in this position in the first place.

### Greg Biffle

#### *What Was Supposed To Happen*

A strong second-half last season, which included Biffle making two trips to victory lane, and finishing sixth overall was supposed to carryover to 2011.

#### *What Went Wrong*

While two of his Roush Fenway Racing brethren, Carl Edwards and Matt Kenseth have been winning races this season, “The Biff” has been hampered by everything from

getting crashed at Daytona compliments of his own teammate, to having chronic refueling issues at Las Vegas, to simply not being able to find the handle of his Ford Fusion.

#### *Chances of Righting the Ship*

Out of the six drivers in question, I feel the most confident about Greg Biffle racing for the championship when the Chase rolls around in mid-September. He’s still high enough in points that it isn’t out of the question to think he could drive his way into the top-10 in points. Judging by his recent results – a fourth-place finish at Texas followed by an eighth at Talladega – the speed is certainly there for him to do so. Not to mention, with a host of intermediate tracks still to come (Charlotte, Kansas, Michigan (twice) and Atlanta), tracks which are Biffle and Roush Fenway’s bread-and-butter, him notching a win or two in the next 18 races is very doable.

#### *Final Prognostication*

Greg Biffle and his team are too good for them not to be in the Chase for the Sprint Cup. They’ll be in either because they’ve won a couple of times or they moved far enough up in the standings.

### Denny Hamlin

#### *What Was Supposed To Happen*

A repeat of 2010, when Denny Hamlin was a tour de force, winning eight times, leading over a thousand laps and finishing second to Jimmie Johnson.

#### *What Went Wrong*

Whether they want to admit it or not, Hamlin and his FedEx team have a hangover one gets after a three day bender in Vegas. Also not helping matters is shoddy pit work, continued poor fuel-mileage out of their JGR engines, along with motors that are as reliable as one you’d find in a used car lot.

#### *Chances of Righting the Ship*

Dating back to his rookie season, Denny Hamlin has won at least one race every year, and owns multiple victories the last two years. One has to think eventually this team will put 2010 behind them and turn the page to 2011. To the point, it would surprise no one if Hamlin went out and won Saturday night on track where he’s won a race in each of the last two seasons.

#### *Final Prognostication*

Based on their track-record you can’t write this driver and team off quite yet, and to do so would be unwise. If Hamlin proved anything last year, it’s that you can’t count him down for the count no matter the circumstances. Although it might come down to the final lap in the last race before the Chase, one way or another, this team will be one of the 12 fighting it out for the title.

### Martin Truex Jr.

#### *What Was Supposed To Happen*

In year two of his tenure at Michael Waltrip Racing and working with noted crew chief Pat Tryson, Martin Truex Jr. was at the very least expected to be more consistent, and if everything went according to plan, would likely top-15 finish their way into the Chase.

#### *What Went Wrong*

After a solid start which saw him as high as seventh in the standings, Martin Truex Jr. has hit a wall in back-to-back weeks. Literally. Suffering a harrowing wreck at Martinsville

when his brakes gave out, then the next week at Texas, he again found the wall hard in a multi-car incident.

#### *Chances of Righting the Ship*

Because he doesn’t run up front enough and contend for victories regularly, it’s hard to image Truex winning enough races to snag one of the two wildcard spots. If he gets in, it will be because of where he’s at in points. And right now it’s hard to image the 56 team racking up enough points to qualify.

#### *Final Prognostication*

A crew chief change may soon be in the cards for this team, but even that won’t be enough to salvage Martin Truex Jr.’s season. In the end, this team will be on the outside looking in simply because they’re just not good enough.

### Jeff Burton

#### *What Was Supposed To Happen*

A return to the form of a year ago, a form which had Jeff Burton looking like a darkhorse title contender for much of 2010, and not the driver-team combo which continually shot itself in the foot during the Chase.

#### *What Went Wrong*

In a nutshell, everything went wrong. At Daytona where he was one of the heavy favorites, Burton blew an engine, a rare occurrence for an Earnhardt-Childress motor, but a devastating one nonetheless. Followed by getting caught up in wrecks at Phoenix and Bristol, two tracks he traditionally runs well. On top of all this, there have been the continued misadventures by driver and team on pit road. Add everything up and the 31 team has yet to score a finish inside the top-10.

#### *Chances of Righting the Ship*

Because he’s such a good guy, you want to believe Jeff Burton can turnaround what really has been a dreadful start to 2011. Although the sad truth is there is no tangible evidence to suggest this is a realistic scenario.

#### *Final Prognostication*

It’s win or nothing for Jeff Burton. If he’s going to make the Chase for the second straight year and for the fourth time in six seasons, he’ll do so via a wildcard. While I always hate playing the role of Debbie Downer, it’s hard to have confidence in a driver who hasn’t been to victory lane in 85 starts.

### Jamie McMurray

#### *What Was Supposed To Happen*

With three victories, two of which came in high-profile events, and a 13th-place finish in the yearend championship order, 2010 was supposed to springboard Jamie McMurray into the Chase for the first time in his career.

#### *What Went Wrong*

The speed this team showed last year has mostly vanished. And when the performance has been there, the luck hasn’t; from mechanical issues at Daytona, to getting swept up in a wreck at Phoenix, to flat tires and running out of fuel at Texas. Simply put, the mojo which defined Jamie McMurray’s season a year ago has vanished.

*The Racing Geek continued on page 12*



## Going in Circles



By Charlie Spry

On Sunday, May 1st, we took the drive to Columbus 151 Speedway for the second annual Jeff Falbe memorial race. This race is in honor of the longtime competitor who passed away in May of 2009 in his shop while working on his race car. Jeff had raced on both dirt and asphalt, and even ran some ARTGO shows in the mid-late 1980's. He was well known and respected throughout the Midwest as a gentlemanly driver who always used his body and painting talents to field some of the sharpest looking race cars in the area.

I was proud to have known Jeff. When I started racing four cylinder cars in 2003, I won my first ever race in June of that year at Columbus. Jeff was one of the first people to congratulate me that night. This just shows his spirit and attitude. It didn't matter what division you raced or if you even raced at all, he always wanted to see others succeed, and helped many people out whenever he could. So, with that in mind, I decided I would race this show this year in memory of Jeff. Last year I did not have a working car for this race, but I made certain that I did this year. I was able to get a heat race win on Sunday, and this will always be one of the highlights of my racing career. I feel that Jeff was watching from above, and wanted me to win this. Of course, I'm sure every driver racing this day felt the same.

Since I didn't qualify for my feature, I did get to see most of the feature events. It was nice to see Jamie Dunn get the hobby stock feature win. She had to hold off 2006 hobby stock champion Jim Tate Jr. to do this, and that is not easy! A tight pack of cars were all waiting for a mistake from the front pair, but it didn't happen. Very good race! Kyle Riedner won the Bandit feature, running a smooth race with no problems, while defending sportsman champion Phil Denikas drove to an opening day feature win, serving notice to all that he will be tough to beat again in 2011. Dave Moore won the backup feature. Ron Bishofberger looked very strong in winning the late model feature. Joel Soenksen looked strong early on, but had the handling go away in the later stages. Steve Dobbratz and Nick Wendt

both looked good at the finish, but ultimately, Mr. Bishofberger seemed to have everyone covered. Might be a very good year for this seasoned veteran.

The following weekend brought us nice and sunny weather for Friday, and I had entertained thoughts of taking in the show at the Lafayette County Speedway, but I got out of school late, and didn't think I could make it in time. Plus, with many finals coming up, I decided I had best do some studying and hope the good weather would continue the rest of the weekend. Saturday's weather went from a cruddy looking afternoon to a rather pleasant, albeit cold, evening. The racing was hot at the Jefferson Speedway, however. A strong field of late models were on hand and the other divisions had car counts that were pretty good as well.

Late model racer Chad "Squirt" Stevens was present tonight. He still plans on racing the full schedule of events at Madison, but will also return here part time. "They are only racing us eight times at MIS, so we will look to do some racing here as well," Said Chad. He has done quite a bit of racing here in the past, so he knows the drill. He ran very well tonight. Another late model racer doing the same will be Jason Hicks. Jason gave exactly the same reasons for racing at Jefferson a few times this year.

Former late model track champion Dan Chesmore returned tonight behind the wheel of a late model again. After getting through some health issues, he has hopes of getting back to the front of the late model field once again, as he had done so often in the past. "It has to be five or six years since I raced," Noted Dan. "It feels good to be back out here again, just doing it. I'll try to knock the rust off and get used to it again. We have an old car, it's a '93 Lefthander, but we will see what we can do."

Late model racer Jack Rabey is always fun to talk to. He was out for the first time this year tonight, and started off well, winning both his heat and the consy, only to get involved in a wreck in the last chance race. He talked with me prior to the night's action, saying, "I was thinking of taking the year off from racing, but then I thought to myself, well, I can't take it with me, so I might as well come out and race." Sportsman racer Adam Bleskan is back for his second year of racing here, and reports doing quite a bit of work on the car during the off season. "We re-stubbed it, and had the motor gone over. I'm ready to go at it again!" The late model feature saw Dale Nottestad and John Ovadal Jr. race side-by-side for most of the fifty lap affair, with some good, clean, and hard racing going on. Nottestad finally prevailed. Ryan Zielski was right there in the hunt and looks to be a factor this year in the points chase.

One of the most interesting features of the night was in the Road Warrior main. This class was started last season, and encompasses FWD, six cylinder powered machines. Tonight saw eleven of the machines present, the highest

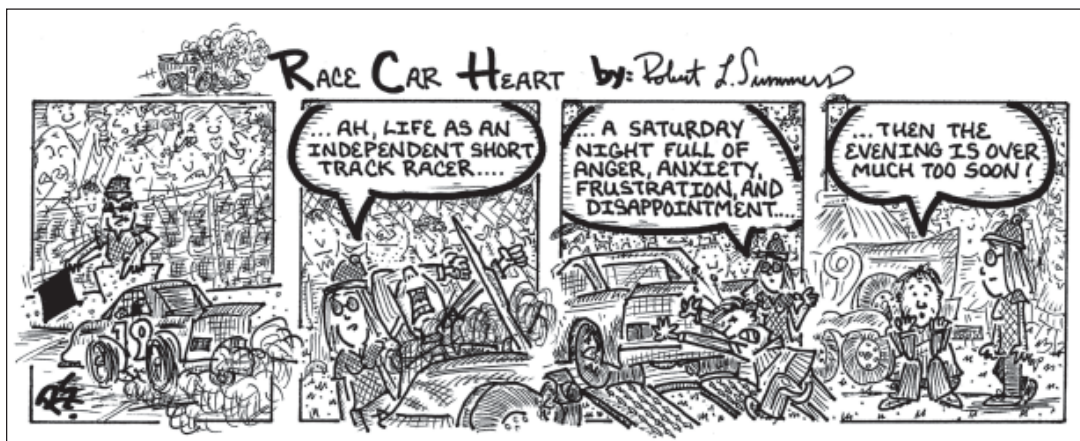
total since its inception. During the feature, the two track cars took each other out while leading, and almost simultaneously, the third place car got caught up with a lapped car, handing the lead and ultimate win to Rob Lange, who got

his first ever feature win in the division. Kyle Stark set a new track record, won his heat, and totally dominated the International division feature on his way to the clean sweep, and Phillip Wuesthoff won the Bandit main. Curt Thompson controlled the sportsman main event over Terry Wangsness, who looked very strong tonight. Jay Kalbus took third, and could be the man to beat in this division here this year. The hobby stocks had a kind of strange finish, as Larry Moen won the event. However, a late caution really shuffled the field on the restart, as everyone "went for it" on the last lap.

Columbus 151 Speedway ran their second Sunday show the next afternoon, with clear skies and nice temps present. Ron Bishofberger took the late model feature, making it two in a row for the veteran speedster. He passed leader Al Weishoff late in the race on the outside groove, as Nick Wendt followed in tow. These two feature wins in the past weeks puts Ron into second place on the all time feature win list at this track for limited late models, and he is now only two behind leader Pete Moore. It will be interesting to see if he can surpass Mr. Moore for the lead in these stats. By the way he is starting the season, it might not take long! Ed Jackson took the win in the sportsman feature, as Phil Denikas tried to make it stick on the outside. He almost did, as it was a close finish. However, Ed got the job done. Kale Peterman took the win in the hobby stocks, while Seth Reamer took the Bandit feature, which I believe was his career first. The International cars from Jefferson Speedway were added as an extra division, with only seven showing up. Kyle Stark dominated the main event. I had thought that more cars would show up, as the drivers in this division are always saying how much they are looking for other tracks to race at, and then few show up. If they don't support these tracks that schedule them, maybe it should be opened up to let cars from other tracks such as Rockford, Golden Sands, Wausau and Marshfield to compete, even with the RWD cars. Whatever it takes, more need to show up to race, or they may not be invited to compete elsewhere. Kudos to the seven who showed up to race.

Talked with Bart Reinen prior to the racing action. Bart owns the late model that is being driven by Scott Patrick, and had been lettered as #6 for the past several years. This year, Bart re-numbered it as #60, which is the number he started racing with many years ago. Bart also said that this was done in honor of his age, which is now 60. It was nice to see late model driver Joel Soenksen back once again this week. "This just feels like coming home to me," Said Joel. "I raced here twenty years ago in the mini stocks with a Mustang. I am having fun and enjoy it here." Joel also raced sportsman cars here in the past.

Sportsman driver Randy Breunig was trying to figure out what was causing a miss in the motor of his car. It had started acting up the night prior at Jefferson, and come qualifying, they were still chasing the gremlins today. Even with the miss, he still set fast time. By feature time, it appeared they had tracked down the cause, as he ran well. Hobby Stock racer Tyler Aeschlimann is trying his hand this year at racing. He is the Grandson of former late model and backup racer Bruce Havel. This team reports taking some 800 pounds of weight out of the car in order to get to racing weight in the former much too heavy car. Nice to see Mark Muller back behind the wheel in the hobby stock division, racing John Remsik's car. Mark has not raced for a few years, but you would not know it, as he doesn't look rusty at all.





## Auto Racing Facts, Observances and Opinions



**Dale P. Danielski**

Everyone was looking at each other, shaking their heads and asking; "What is going on here!" They were talking about the opening laps of the season kick off ASA Midwest Tour Joe Shear Classic race at Madison International Speedway, Oregon, WI., Sunday May 1<sup>st</sup>. It was one of those days for race drivers. Everyone was so anxious to get to the front in the 136 lap main event they were running all over each other to get there. The race was scheduled for 136 laps and no less than 10 cars had substantial damage before the 10<sup>th</sup> lap! It's always been said you can't win the race or, of course the season championship, on the first lap of the first event, but then again on more than a few occasions many have tried! Worst case scenario as today was another one of those days.

All the early carnage made little difference to Ross Kenseth as he started up front and pretty much raced there throughout the feature. Content to run behind Michael Bilderback for much of the event, when it was time to go, Kenseth went, passing Bilderback for the lead leaving the rest of the field behind...way behind. Bilderback ended a very good day in 2<sup>nd</sup> and was followed by Andrew Morrissey, Jacob Goede, Nate Haseleu, Griffin McGrath,

Chris Wimmer, Tim Schendel, Bryan Reffner and Nick Murgic.

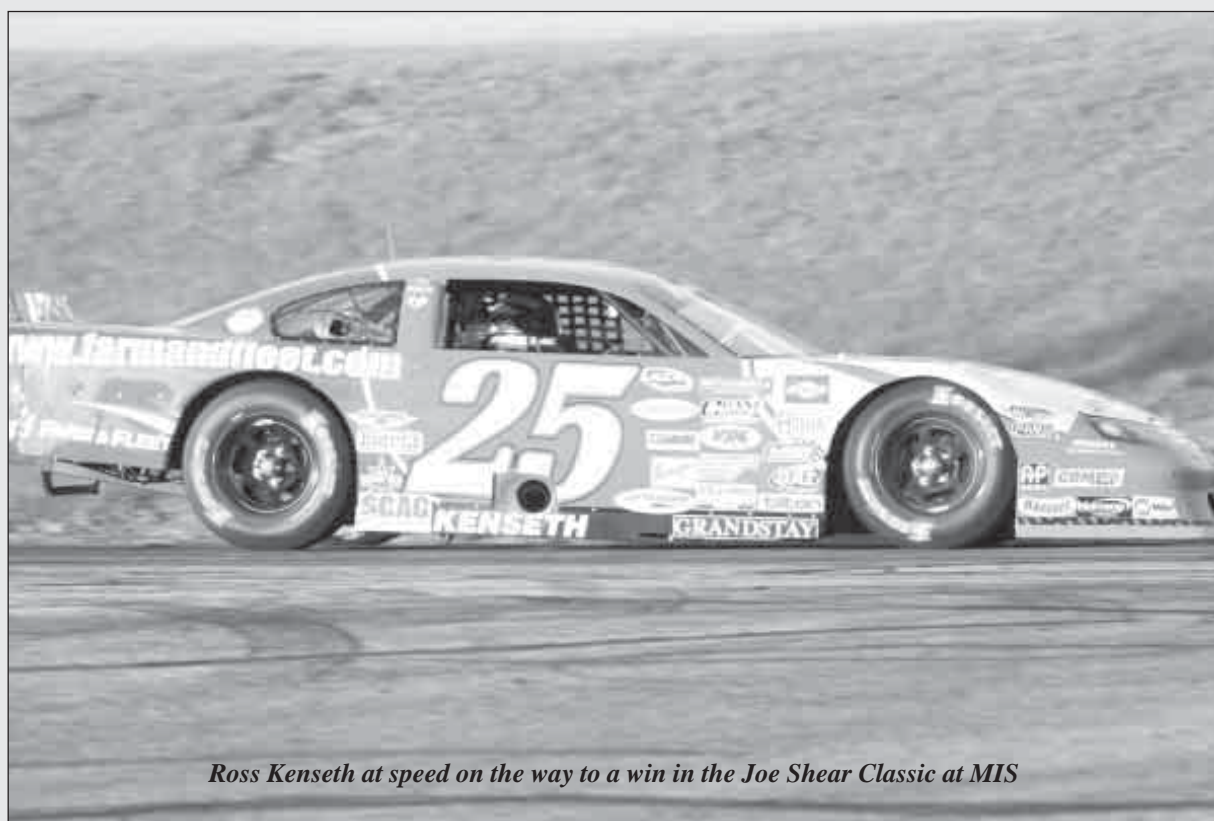
Chris Marek got his year off to a good start by winning the companion ASA Sportsman feature while Bobby Wilberg took the ASA Truck main. Scott Hansen made his return to racing in that event and placed a respectable 3<sup>rd</sup> in the main. Even though we spotted snow on several ski runs in the Baraboo area on our way down to MIS it was time to get winter behind us and go racing, which is exactly what happened here in the ASA Midwest Tour opener. Hopefully drivers will be a bit less anxious for race two on the schedule May 15 at Wisconsin International Raceway, Kaukauna, WI.

Here and there...Bryan Reffner who started the ASA Tour year by setting fast time at MIS complained of tire issues. "Same old thing trying to keep stagger in the tires. We

the machine at Dells Raceway Park

Great weather greeted fans for night two of competition at the La Crosse Fairgrounds Speedway here Saturday night with J. Herbst taking the NASCAR Late Model Feature. He had all he could handle but did hold off the night's fast Qualifier Todd Korish for the win...With a couple 2<sup>nd</sup> place finishes Korish finds himself leading the division point standings and has definitely established himself as a season long contender

2010 NASCAR Late Model Champion at La Crosse fairgrounds, Shawn Pfaff did more snowmobiling this winter to stay in racing shape. "A lot of guys don't do anything in the off season. I snowmobiled more this year and I think it helped as far as hand eye coordination." Apparently it has as Pfaff has avoided all the early season



**Ross Kenseth at speed on the way to a win in the Joe Shear Classic at MIS**

went out with plenty and came back in with a ½ inch"...Jeff Storm had a rather embarrassing moment while leading in the odd dash at MIS. "I thought the spotter said one to go so I slowed down. Before I realized there were two laps left and got back on the gas it was too late...finished 2<sup>nd</sup>."...Some folks were blaming the new to the series

double file restarts on all the early feature race wrecks at MIS. I think it was more of a case of driving too hard to get to the front on cool tires which were taking longer to get heat in them due to the cold air temperatures...With Steve Holzhausen still laid up with a foot injury, car owner Pete Kempf is thinking about racing the car in the ASA Midwest Tour event at Wisconsin International Raceway Kaukauna, WI May 15<sup>th</sup>. "I've got about 8 hours left to finish it, so since Steve can't I think I'll run it at Kaukauna." The car Kempf is finishing up is one previously owned by Mark Eswein which Pete purchased last year after his other car was wrecked when Holzhausen had the throttle stick hitting the wall and totally demolishing

skirmishes and finds himself in the hunt for the championship

Cole Scholze is a rookie driver in the NASCAR Late Model Division and notes things are quite different racing that type of car. "It's a lot different than driving a Thunderstock or Sportsman car. These cars are a lot faster and they stick and go where you point them!"

In asking Tony Bagstad what was left of his Late Model car after so severely damaging it a couple weeks back at La Crosse his reply was, "The seat! "Actually I could fix it, I can fix anything. Could maybe even have done it in a week, but it would have been a really long week." In discussing the wreck Bagstad indicated he was going for reverse gear in the car after the initial contact as there was minimal damage, however that thought changed when Mike Carlson came shooting into the middle of the pile up inflicting the majority of the damage to both cars

Quote of the column comes from President of the ASA Midwest Tour Tim Olson. "I got on the radio to the spotters and said will you please tell your driver there are 127 laps still left in the race!" Of course Tim was pleading his case as at the MIS opener where so many struggled to keep their cars going in a counter clockwise direction.

## Dale's Picture from the past



**A young driver on his way up as Father to Ross Matt takes a win in a Sportsman Division race at Golden Sands Speedway, Plover, Wisconsin in 1989**



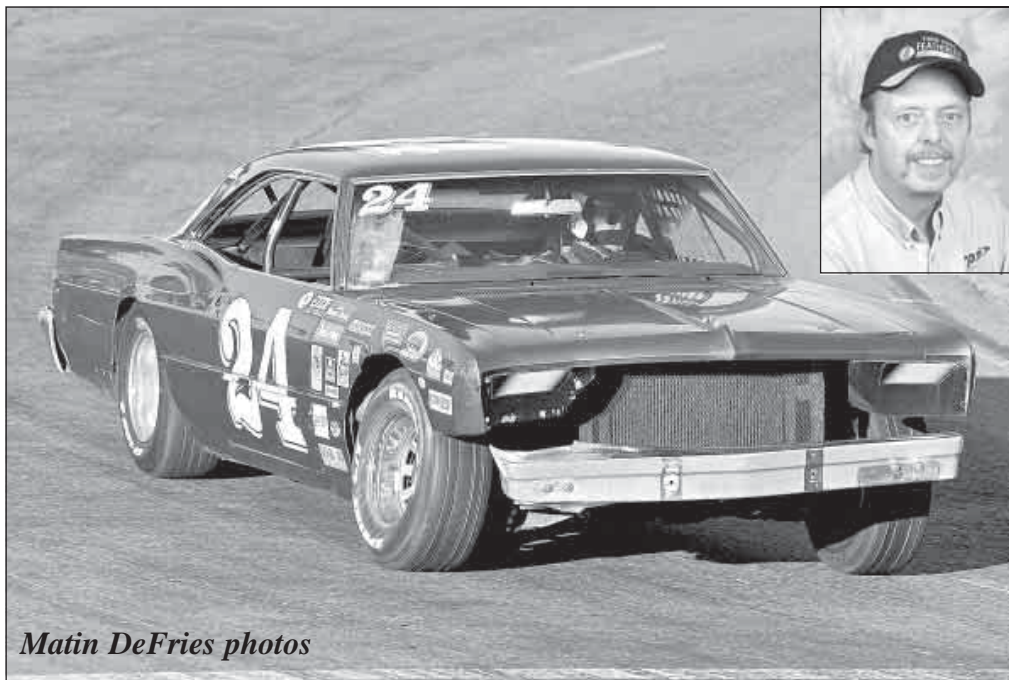
### *Publishers Note from page 3*

and narrowly avoided a spinning Darren Wolke and Doug Brown to pick up the Big 8 win. Hentges is a former Sno-Cross racer, and the Hentges family still provides one of the top Son-Cross teams in the nation. Hot Rod Hentges (or as he prefers to be called – Hot Bod due to his manly physique) used to race sleds during the winter months, but suffered a wrist injury several years ago that took him out of competition. The wrist issue is what lead to getting into a stock car several years ago, and after several strong runs, Jonny picked up his first career feature win.

After the opening night at Elko, it was off to Madison International Speedway for the opening event for the ASA Midwest Tour. I've always enjoyed listening to my scanner during the races, and had the opportunity to listen in on a nice father/son conversation during the Joe Shear Classic at Madison. During one of the breaks, my radio stopped on the frequency for Ross Kenseth. I heard a familiar voice offering suggestions on what was needed to improve the restarts. It didn't take long to realize that Matt Kenseth was the voice on the other end of the radio. You hear many different things on the radio, and I've come to realize the people who talk calmly on both ends of the radio are probably going to perform well. Even though Ross had lost the lead on the restart, Matt offered some fatherly advice to help on the next restart. At the end of the day, Ross made his way back to the lead and was holding the trophy, so once again, father knows best.

And finally.....The racing community was saddened recently with the passing of Tom Powell and Gordy Mason. Although I never had a chance to meet Mr. Powell personally, he truly understood the showmanship side of the sport. For those of you that never had a chance to see Tom work the flags, you missed a good one. The phrase often used by the World of Outlaws appropriately described Tom Powell in the flag stand – Often imitated, but never duplicated.

Gordy Mason was a racer that I had many opportunities to see compete at Elko Speedway, I-94 Raceway in Sauk Centre and Raceway Park. While I only spoke briefly with Gordy a few times over the years, he was always willing to take a few minutes to chat. Gordy may not have been one of the superstars of the sport, but he was a true example of



*Martin DeFries photos*

what short track racing is all about; somebody that enjoyed working on his cars and went out to have a good time by driving fast. All of us here at The Midwest Racing Connection pass along our condolences to the Powell and Mason families.



*Martin DeFries photo*

***First Friday Night  
Destruction on May 20 !***

### Upcoming events

#### **Friday, May 20**

Friday Night Destruction - "Justice Brothers Night at the Races" presents Figure 8's, Flagpole Race, Mini Stocks, Flyers, Legends, Bandeleros & Dukes Jump! 7:30pm

#### **Sunday, May 22**

NASCAR Event\* RaceCar Sponsor Appreciation Night! 6:00pm

#### **Sunday, May 29**

NASCAR Event\* Plus ASA Midwest Sportsman Tour, Shakopee 50, Legends, Bandeleros (LM OFF) Military Appreciation Night 6:00pm

#### **Monday, May 30**

THUNDER N LIGHTNING SERIES presented by Monster Energy (4&8) Spectator Drags & Oval School Bus Race 3:00pm

#### **Saturday, June 4**

NOS Energy Drift Series  
FREE ADMISSION 1:00pm

#### **Sunday, June 5**

NASCAR Event\* Best Appearing Car & Crew plus Kids Rides 6:00pm

***[www.goracewaypark.com](http://www.goracewaypark.com)***



# Where are they now?

## *How did you get your start in racing?*

Actually, growing up in New Market, right next to Elko, like any kid we would sit on the side of the road and watch the race cars tow by. We would wave to everyone and then head out to the race track on Saturday night. That was pretty much what we looked forward to all week. At first it was more running around and playing in the dirt and stuff like that. Mostly just hanging out with the other kids and then go down into the pits after the races to see all of our favorite drivers. It eventually turned into getting invited to go into the pits one night and supposedly help out. At that age I didn't really know anything about cars. It was mostly about wearing a crew shirt, hanging out and thinking we were big time auto racing.

## *When did you realize you wanted to have a career in racing?*

I liked it so much from the time I first went in. I was probably 14 or 15 years old. At the time you could slip yourself in, claiming to be 16. I always loved it as a hobby and watching as a fan. I remember going to Elko for the longest time, and not really knowing anything about Winston Cup racing. It was a long time before I realized they had races on TV. I did this on my own nickel, like a lot of racers do, paying for my pit passes, and just happen to get lucky and be with the right teams that were moving up. They were the ones that gave me the opportunity to do this. It was probably more by luck, and association with the right people. It snowballed from getting my pit passes covered to a full-time job. I'm fortunate that I get to work in something I really love to do and enjoy. I don't think there are many people out there that can say they get to work in a field they truly enjoy. I always tell people my worst day at the race track is still better than having to do something else for work.

## *In doing my Bond Suss research, I learned that the first Late Model you worked on belonged to Larry Button, is that correct?*

Yeah, Larry was the one that asked me if I wanted to go to the race track. I didn't know how to do anything. At first it's rolling tires around, or jacking the car up. He was definitely the guy that got me in there the first time, and took me to a couple of the races out of town. Back in the day we had the old Northern Series where we would go to Elko, Raceway, LaCrosse, Rockford and Hawkeye.

## *Following your work with Larry Button, you moved to Steve Murgic's team and then on to LaFavre Racing. How did these moves come about?*

When I was helping out Larry, we parked next to Steve. When Larry decided to quit racing, Steve was nice enough to say "Hey, come on over and give me a hand." Steve and Scott LaFavre teamed up and bought an ASA car. Steve drove it a few times, along with Brian



Martin DeFries photo

## **Bond Suss** New Prague, MN

Johnson. That was probably around 1992 or 1993. Steve raced at the Minnesota State Fair and I think Brian may have run Hawkeye Downs or maybe I-70. From there, I was able to meet Mike Chaffee, who was the crew chief, and then the next year things really went into full gear. Jay Sauter came up and drove the car, and then the following year, Kevin (Cywinski) came on board.

## *What was your favorite moment from your involvement in racing back home in Minnesota?*

Winning at the State Fair and winning the ASA race at Elko. For the longest time, ASA was the pinnacle for me. It was the top level that I had reached, and the series had a lot of respect. At the Fair, I had just taken over as crew chief for Mike Garvey, and my grandfather had just passed away, which made it emotional. The size of the crowd, ringing the bell, and all of that stuff was pretty phenomenal. I was lucky enough to come back a few years later and win the first ever ASA race at Elko with Joey Clanton. Those two moments are probably tied.

## *What steps did you take to get into your current position with Kyle Busch Motorsports?*

When I worked for Joey Clanton, Kyle was racing with us. Kyle was supposed to run the Truck series that year, but was pulled out because he was too young at the time when they changed the age limit to 18. We had a good year with Joey that year, winning a bunch of races and the championship. We were around Kyle a lot and got to know each other better. When the ASA deal went away, I went to Charlotte. I would still see Kyle, and we would stop and talk. Basically the team I was working for closed up shop. For the longest time, Kyle would ask me to go run his short track team to get it up and running. I always thought he was joking and then he called me one day and asked me if I wanted a job. It ended up working out well for both of us.

## *Who do you like better, the old Kyle Busch, or the new, kinder-gentler Kyle Busch?*

He's still the same guy to me. I use this analogy with a lot of people. When we were all 18 years old, we were proud and cocky and thought we could conquer the world. As you go through life, you learn to pick and choose your battles, and which ones are worth talking about. I don't think he's changed, more than he's matured and decided it isn't worth the backlash. After eight years in the Cup garage, you learn when to bite your tongue, instead of dealing with it for two weeks. He's still the same person; the

competitor is still the same. As a boss, he's great guy to work for. He's a very caring person. He's very demanding, but anybody that is successful in this sport has to be or they wouldn't be successful.

## *Any tips for others aspiring to have a job in the "Big League"?*

Boy, I don't want to sound negative, but it's really been tough down here the last few years, with the consolidation of the teams and the economy. I think it comes down to working really hard, and knowing the right people. Racing is a sport that you have to be very dedicated to. You have to work a lot of long hours, without a lot of reward at first. You have to network with the right people and associate yourself with people that can make you shine. I think there are plenty of people just as qualified; they just don't get the shot. It's a lot like the drivers. There are a lot of great drivers out there that don't get to drive Sunday's on TV. They just didn't get the right opportunities or meet the right people.



# THE MIDWEST RACING CONNECTION

## Photo Gallery



The Freight Train in victory lane once again  
*Martin DeFries photo*



Thunderstox winner Jake Krueger  
*Bruce Nuttleman photo*



Kodee Buskeros and his dad in victory lane  
*Jimmy Ambruoso photo*



Mike Gibson and Craig Brightbill battle for position at Cedar Lake  
*Jerry Zimmer photo*



Denny Barta picked up a Figure 8 win at Raceway Park  
*Martin DeFries photo*



Kevin Bradwell won the first ever Traditional Sprint exhibition at Ogilvie  
*Jacy Norgaard photo*



# THE MIDWEST RACING CONNECTION

## Photo Gallery



Rick Egersdorf and Adam Hensel battle for position  
*Jerry Zimmer photo*



Raceway Park Hobby Stock winner Jeremy Wolff  
*Martin DeFries photo*



Michael Bilderback takes the lead from Ross Kenseth in the Joe Shear Classic  
*Doug Hornickel photo*



Bobby Wilberg and Rick Corso battle for position  
*Doug Hornickel photo*



Defending Elko Late Model champion Donny Reuvers in victory lane  
*Martin DeFries photo*



LaCrosse Sportsmen winner Randy Humfeld  
*Bruce Nuttleman photo*



### The Racing Geek from page 5

#### Chances of Righting the Ship

If this were a weather forecast I'd say fair to mostly cloudy. McMurray's teammate Juan Pablo Montoya has been a constant presence in the top-10 this season, which gives hope that the No. 1 team can maybe glean some of what's working so well for their Earnhardt-Ganassi Racing teammate. Except in the past, EGR has had trouble fielding two consistent race teams that can contend for victories on a regular basis. From all appearances early on, it looks to be Montoya who will be the flag bearer for EGR in 2011.

#### Final Prognostication

Jamie McMurray is one of the better restrictor-plate drivers in the garage, and with one plate race still to come in the regular season, it's not out of the realm of possibilities to think he could find victory lane before the year is out. But unless this team dramatically ups its game on the cookie-cutter tracks, odds are even a single win still wouldn't be enough for him to make the Chase.

#### Joey Logano

##### What Was Supposed To Happen

Coming off a strong sophomore campaign capped off by five finishes of seventh or better in the last eight races, 2011 was supposed to be the year where Joey Logano lived up to the sizeable hype which accompanied his arrival on the circuit three years ago.

#### What Went Wrong

Engine woes have plagued Joe Gibbs Racing this season and the driver who's been most affected has been Joey Logano. A DNF due to a faulty valve train resulted in a 33rd-place finish at Phoenix, while at Bristol the engine had a skip in it pretty much from the drop of the green flag. Another issue has been the 20-year-old driver's continued struggles with car control and learning how to make the best of days when his Toyota isn't where he needs it to be.

#### Chances of Righting the Ship

Joe Gibbs Racing is one of the premiere organizations in NASCAR. All one has to do is look at what Kyle Busch has done this season and Denny Hamlin last year to see what the 20 team is capable of if everything comes together. However, Joey Logano isn't yet in the same class of Kyle Busch or Denny Hamlin. More importantly, he's still too inconsistent to mount a serious charge up the standings.

#### Final Prognostication

Joey Logano is capable of putting together stretches where he's a fixture towards the front of the field. Just look

at how he closed out the 2010 season. The problem is, he tends to run hot and cold, and if he is to make the Chase based on points, he's used all his mulligans for the year and can't afford another finish in the 20s. With 18 races still to go, that's a tall task for any driver.

As for getting into the playoffs due to winning, until Logano proves he can win a race based on merit and not through the intervention of Mother Nature, this option is almost not nonexistent.

**Products** **MOTORSPORTS MARKETING TOOLS**

**STARMAKER**  
Multimedia

[www.starmakermultimedia.com](http://www.starmakermultimedia.com)

**Sponsorship Packages**  
**DVD Marketing Packages**  
**Star Cards • Consulting**

**Dale P. Danielski**  
[dale@starmakermultimedia.com](mailto:dale@starmakermultimedia.com)  
**608.783.5827**

**Services**

## FUN EVENTS FOR ALL THIS RACING SEASON!



### NASCAR RACING SATURDAY NIGHTS: APRIL 23rd-SEPT. 3rd

- Late Models • Sportsmen • Thunderstox
- Hornets • Outlawz • Novelty Races
- Plus on selected nights: Trailer Races
- Monster Trucks • Roll Over Contests
- T-Bone Crashes and More!



### STREET DRAGS

Street Drags - Race your own vehicle  
on the second Friday of the Month  
[www.streetdragslax.com](http://www.streetdragslax.com)



### Oktoberfest RACE WEEKEND

OCTOBER 6-7-8-9, 2011 Over 15 different divisions.. JOIN US IN THE FUN!



[www.oktoberfestraceweekend.com](http://www.oktoberfestraceweekend.com)

N4985 Cty Rd M • West Salem, WI • 54669

**608.786.1525**

I-90 Exit 12 - Located at intersection of  
Hwy 16 & Cty Rd M



[www.lacrossespeedway.com](http://www.lacrossespeedway.com)



## Midwest Karting Association

[www.mkaracing.com](http://www.mkaracing.com)

Come check us out. Affordable racing, family oriented.  
Located at Menards General Office in Eau Claire, WI  
Check out our website for race day details:

[www.mkaracing.com](http://www.mkaracing.com)

**First Race  
Weekend  
May 21 & 22**



## HONORING A LEGEND IN THE STAND

by *Matt Panure*

This past week has been the most painful for short track fans, drivers and officials in recent memory. A man who was a good friend, a mentor, a hero – was taken from us far too soon. A man who was one of few who transcends the mystique of short track racing will no longer be a part of our small little world.

I cannot claim that I knew Tom Powell as much as I would have liked to. I had the honor and privilege of working closely with him for several seasons at Slinger, where he instantly won over every official and driver with his infectious enthusiasm for the sport and entertaining quips over the radio. Our friendship lasted even after we went our separate ways from the Speedway. It was always great to see T.P. and catch up.

Some have known Tom much longer, and have many stories to tell. Let us all be thankful, even if we only had met him once, and only have one story to tell. It's more than most people can say.

It was hard to go to a big race event and not see T.P. Let's face it, he was and still is the most entertaining man to pick up a set of flags anywhere, anytime. By the way, don't call him a flagman, that's what you call the guy directing traffic at a construction site. I dare you to go anywhere in the country and find someone in the flag stand with more flair (and better hair) than T.P. It was no secret that he was the best, and yet, he never let that give him cause to be arrogant.

Sure T.P. was stubborn once he got in that flag stand. He knew what he wanted, knew how to run the race to his liking and was going to do it his way. But once he hopped out of that flag stand he was just a regular guy. He'd ask you questions, shoot you a wink and a smile or take the time to tell you a joke. You always could expect T.P. to brighten your day, no matter how bad things seemed to be going.

It's hard to say if anyone will have the same impact T.P. had in the flag stand, but I would argue (and I'm sure many of you would help me out) that T.P.'s reach went far



Powell in control during the Big 8 race at Jefferson in 2007.

*Mark Melchiori photo*

beyond the flag stand. I remember when I started announcing, while T.P. and I were still working at Slinger, how often he would tell me I was getting better. That extra boost of confidence, whether to a wet-behind-the-ears announcer, or a rookie driver, or anyone who could use it was exactly what I will remember about T.P. He was always there to help out, boost your confidence, help improve the sport, and be a friend when you needed one of those too.

Many of you have already logged your favorite T.P. memories on Facebook. I encourage you to keep doing so there, and please share on our Racing Online Forum as well. It is certainly great therapy, and an excellent way to ensure that T.P.'s legacy will carry on. We ask you please keep your thoughts and prayers with T.P.'s family in their time of need.



*Jimmy Ambruoso photo*

So in honor of T.P., let's all "Be Advised," "Bust a Move," "Get Jiggy with It," "Twist 'Em Hot," "Shake It, Shake It," and "Fly One!" Godspeed T.P. You were a great friend to many, and will be missed by all.



Following the suggestion of Mr. Deery, Tom was always a sharp-dressed man. Above is from Rockford in 2010 and below at Hawkeye Downs in 2002.

*Doug Hornickel photos*



*Jimmy Ambruoso photo*



At 7:07PM, starting time for the Rockford Speedway race night, race fans, drivers, crew members, sponsors, and speedway officials, pay tribute to Tom at the finish line of the Rockford Speedway, his home track.

*Jimmy Ambruoso photo*



## Herbst Holds Off Korish for the Win

*By: Ashley Iwanski*

J. Herbst finished second in last year's championship standings, but he was first Saturday night in the Kwik Trip NASCAR Late Model feature at La Crosse Speedway. Herbst started sixth in the race but had to restart the race three times because of cautions, pass lap cars and hold of Todd Korish for the much earned win.

Bill Niles started on the pole and was holding strong to the lead until the first caution of the race came out and forced a double-file restart. It was then that Mike Carlson took over the lead and Herbst moved into second place. Korish was following in third. From then on the battle raged.

At the half-way point Nick Clements and Tony Bagstad spun in the middle of turn three and four bringing out the second caution. On the restart Herbst moved into the lead and Carlson fell to second. Two laps later Korish pass Carlson and started to work on taking the lead from Herbst. Korish quickly closed the small gap between himself and Herbst as the leaders caught lap cars. And as the final caution flag flew with two laps to go, Korish was on the bumper of Herbst. On the restart Korish looked high and low to get around Herbst, but didn't have enough time to get a good run on him before the checkered flag waved. Korish finished second followed by Mike Carlson, Shawn Pfaff and Steve Carlson.

Randy Humfeld won the North Country Contractors Sportsmen feature after taking the lead with two laps to go. Troy Maier and Matt Inglett started the race side by side

and the first half of the race neither drive would budge. But as the laps wound down the rest of the field began to get impatient. Maier got loose in turn two and Inglett took advantage. He moved into first followed by Humfeld. Humfeld then dove low in turn two to take the lead for the win. Dan Gilster followed Humfeld and finished second followed by Inglett.

Jake Krueger passed Jason Bolster on the last lap of the United Auto Supply Thunderstox feature for the win. Ray Hardy and Chad Oehler started in the front and were door handle to door handle for the first five laps until Hardy finally cut into the lead. Meanwhile Bolster was quickly moving through the field. With five laps to go Bolster jumped to the outside of Hardy for the lead. Then Krueger came out of no where and took the lead from Bolster as the white flag waved. Hardy finished second followed by Bolster, Andy Moore and Brad Warthan.

The Thunderstox novelty event for the night was a Double



*Bruce Nuttleman photo*

Spin to Win race. Due to a high number of cars enter for the race, there were two races. During the race each car has to do a three-sixty twice in order to be able win. On their first try a few of the drivers spun around twice instead of just once. On their second spin cars were crashing into each other. Brad Warthan spun his second time and got going right away to win the first race; and in the second race Chris Weber spun his way to a win in the second race.

The Queen Bees were also out racing tonight in honor of Mother's Day. Heather Hutchenriter raced her be to the front of the field for the win. Last year's second place finisher Kim Eckelberg finished second again this year, followed by Jamie Monte.

## Fredrickson rolls at Elko

*By Jim Burns*

Lakeville's Dan Fredrickson overtook New Market's Jason Schneider on a 21st lap restart and then used lapped traffic to distance himself from his pursuers enroute to winning the NASCAR Super Late Model feature Saturday May 7, 2011 at Elko Speedway.

Fredrickson began the NASCAR Whelen All American Series program by setting the Fast Qualifying time of 13.730 seconds (98.325 mph) before joining Lonsdale's Adam Royle as a Semi Feature winner and with the inversion, found himself on the outside of row four as the 40 lap headliner took the green. In the early stages, Schneider bolted past Johnson to take the point, with Joel Theisen moving around Donny Reuvers and Johnson to join the top three, with Fredrickson moving to fourth by lap 10. As Schneider continued to lead, Theisen got a great run off of turn two on lap 13 to look to the inside of the leader, but

was unable to make the pass, but Fredrickson continued to move forward bypassing Johnson and then Theisen to fill Schneider's mirror by lap 19. The field was then bunched up for a restart, as Rick Burns motor expired to bring out the first caution on lap 20.

On the restart, Fredrickson rolled by Schneider to take the lead, with Billy Mohn sliding around Theisen for third before a spin by Tony Holm brought out the final caution on lap 24. Over the final 16 laps, Fredrickson kept a comfortable margin between himself and Schneider to score the win, with Nick Murgic and Reuvers making late runs to drop Mohn to fifth.

In the Big 8's, Bloomington's Ryan Kamish bolted to the early lead, with Darren Wolke ducking under Ricky Thake for second before putting pressure on the leader by lap six of 25, with Jonny Hentges and Doug Brown taking advantage of a 10th lap bobble by Thake, to join the top three. As Kamish continued to show the way, Wolke pulled even and the tandem traded the lead repeated as Brown moved around Hentges for third. Wolke, finally got the run he needed on lap 22, working under Kamish to take the lead and the win, with Hentges regrouping to bypass Brown and then Kamish for runner-up honors, with Kamish earning a career best finish of third.

The Thunder Cars delighted the Mothers Day weekend crowd with some of the best early season action as Doug Brown and Adam Wiebusch fenced for



*Martin DeFries photo*

the early lead, before Ted Reuvers and Brent Kane came 'a callin! Once in second, Reuvers needed just two laps to take the lead from Brown, with Kane continuing Brown's slide on lap 11 of 25. Now in second, Kane closed quickly on Reuvers, giving him an old fashioned taste of "chrome horn" on lap 15, but Reuvers expertly held the lead. Over the final 10 laps, the lead tandem traded the point repeatedly with Reuvers edging Kane for the win, with Brown third, James Lindgren fourth and Wiebusch fifth.

The Legends had an awesome field of 18 starters and the action was hard fought throughout, but the man of the hour was LeSueur's Kyle Hansen, who made an early move around Belle Plaine's Todd Tracy to take a lead he wouldn't relinquish as he rolled to the win, with Lakeville's Matt Ost diek second and Alexandria's Luke Hommerding third.

The Power Stocks were light on numbers, but heavy on

*continued on page 17*



*Martin DeFries photo*



## ASAMT JOE SHEAR CLASSIC WRAP-UP NOTES

### ASAMT PR (Kari Shear-Carlson)

The American Speed Association® Kwik Trip Midwest Tour presented by ECHO Outdoor Power Equipment and GrandStay Hospitality wrapped up its first event of the 2011 season this past Sunday. Ross Kenseth won the 3rd Annual Joe Shear Classic at Madison International Speedway.

### KENSETH LEADS THEM TO THE GREEN AND THE CHECKERED

Ross Kenseth started Sunday's race on the pole after qualifying thirteenth for the 136-lap event. After giving up the lead for a while to the #2 of Michael Bilderback, Kenseth powered back and remained on the point until the checkered flag flew. Kenseth was awarded a gorgeous Telecaster electric guitar hand-crafted by Greg Junes and designed specifically for the Joe Shear Classic.

### ASA MIDWEST TOURING STARS SHINE

While many of the ASA Midwest Touring stars had a rough start to the event, nine of the top-ten finishers were ASA Midwest Touring Stars. Five Touring Stars started in the Last Chance Race. Steve Carlson and Jamie Iverson

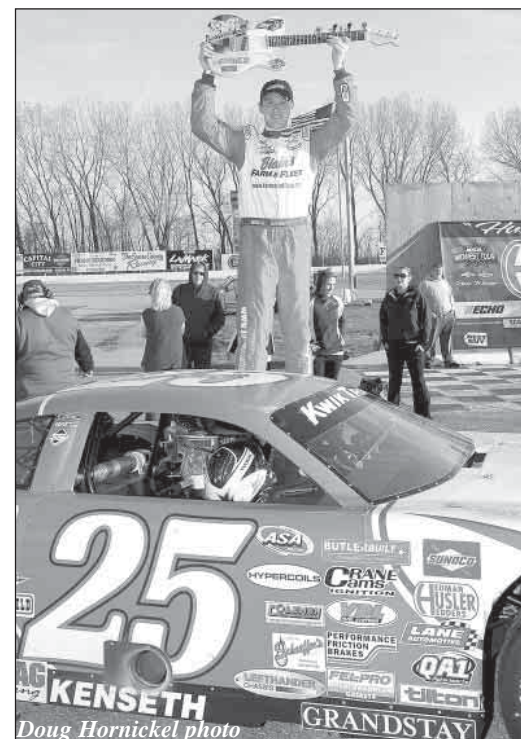
took home the first and second spots, while Chris Wimmer settled for a provisional. Carlson finished 20th in the feature event while Iverson finished 16th and Wimmer rallied for a seventh place finish.

### SCOTT HANSEN GETS PODIUM FINISH IN THE ASA MIDWEST SCAG TRUCK TOUR

The ASA Midwest Scag Truck Tour got its season underway on Sunday as well. Former ASA National Tour Star, Scott Hansen got behind the wheel of the #3 MAC Motorsports truck. Hansen used the new for this year, double-file restarts, to his advantage and made his way up to a third place finish. Bobby Wilberg took home the victory followed by John Wood. Last year's champion, Jerry Wood was on and off the track several times during the event, but came back strong finishing in fourth.

### 2010 ASA MIDWEST SUNOCO SPORTSMAN TOUR CHAMPOFF TO A GOOD START

Chris Marek started off the 2011 season right where he left off. Marek qualified in the top spot and followed it up with the feature victory. Eric Melby, Scott Null, Austin Nason and Stoughton's Tommy Wutke rounded out the top five.



Doug Hornickel photo

## Raceway Park Starts 55th Season



Martin DeFries photo

Raceway Park kicked off the 2011 season with a Mother's Day welcome, and a large field of cars. Last year's runner-up in the Late Model division, Chad Walen, showed he is up for the challenge this year by picking up the main event win. Walen took the lead on lap 10, after passing former divisional and state champion, Donny Reuvers. Defending Late Model champion, Adam Royle, also made his way around Reuvers. Walen and Royle would battle side-by-side for the win following a late race double-file restart. Walen would hold on for the win, followed by Royle, Reuvers, Rick Burns and Jerry Ziemiecki.

Brent Kane showed he's ready to defend his 2010 Hobby Stock title, by making a late race charge at eventual race winner Jeremy Wolff. Wolff started on the front row, but held off several strong challenges along the way. A late race restart had the field bunched up for a 2-lap shootout. Wolff held off the charging Kane followed by Bill "The Hacksaw" Woodworth. Heat race wins went to Kane and Mark Hawes.

Shawn Evans made it a clean sweep in the Bomber division by picking up a heat win and the main event. Evans would make a late race pass of Terry Hawes as the two battled through lapped traffic. Evans would pick up the win followed by Hawes and John Zumberge. Andy Bisek picked up the other Bomber heat race for the evening.

The Short Tracker division had Dave Auringer out to the early lead. Andy Benhardus broke free from the pack and reeled in the leader. Contact between the two led to a caution, and both driver heading to the rear of the field. The caution benefited Matthew Schaar, and he would go on to take the win. Erica Waibel would make her way to second, followed by Charlie Pehrson. Heat race wins went to Kevin Beamish and Keith Paulsrud.

Veteran driver Dennis "The Menace" Barta showed he still

*continued on page 17*

## Mars Takes Cedar Lake Opener



Jerry Zimmer photo

After nearly a month of delays caused by Mother Nature, Cedar Lake Speedway was finally able to start their 2011 season. Veteran Late Model driver, Jimmy Mars, used a late race caution to close the gap on race leader Rick Hanestad. Mars would take the lead and go on to victory lane. Other winners for the evening included Jason Gross in the Modifieds, Bob Smith in the Midwest Modifieds and Cory Davis in the Pro Stocks.





## Sargent Surges Into Victory Lane to Cap Off an Emotional Night at Rockford

By *Jordan Kuehne*

On the night before Mother's Day, fans and drivers alike ran the emotional gamut tonight at the Rockford Speedway. And while the flagstand may have been empty, the checkered flag still waved for Tim Sargent as the Stanley Steemer NASCAR Late Models' defending champion made a late-race move to find his way back to victory lane and claim an emotional win on a night of healing.

Just days after the passing of long-time track starter Tom 'TP' Powell and ten days removed from the death of Sargent's father, Randy, the grieving racing community came together and found solace in the intense action on the quarter-mile oval. A late race move on a restart allowed Sargent's blazing fast machine to end up on top en route to the winner's circle.

"I had my dad with me tonight," a reflective Sargent acknowledged in victory lane. "I was watching the 'X' car

from the back and he was getting tighter and tighter and that was my only chance to get the lead but we had another man riding with us tonight and he helped me get it done."

BJ Sparkman continued his early-season dominance in the Budweiser American Short Trackers, fending off his brother George to make it two wins in a row while Alex Papini's bid for two in a row was nipped in the bud by a car length. Anthony Lloyd edged out Papini for the win in the Mtn Dew RoadRunners while Tom Powell's nephew, Kodee Busekros, got to celebrate in victory lane with his family after race winner Ken Jones yielded to the 12-year-old in the American Super Cups.



*Jimmy Ambruoso photo*

## "Awesome Aussie" Tatnell Tops UMSS Opener at Ogilvie

By *Greg Parent*

When the Nelson Motorsports sprinter signed into the Ogilvie Raceway pits on Saturday night May 7 with driver Brooke Tatnell, the already talent-laden field of Upper Midwest Sprintcar Series (UMSS) drivers knew that the competition just became that much stronger and the task of winning the season opening feature race would be a real challenge. Brooke Tatnell was up to the task and held off a determined late race bid by his brother-in-law Jerry Richert, Jr. to earn the \$1,000 top prize on a beautiful spring evening. Following his victory, Tatnell thanked his car owners for the opportunity to race and commented on defeating a fellow family member. "I knew Jerry would be coming after me on the bottom following that last caution, but I had strong car and was able to keep good momentum up in the corners. This is a fun track and I enjoyed racing against a strong field of UMSS drivers." The Awesome Aussie, now residing in Forest Lake, earned his fourth career UMSS feature victory.

Following the double round of qualifying races, high point driver Brooke Tatnell drew the #4 pill for the feature invert. This put a pair of 2010 rookie drivers on the front row for the feature race. Andy Jones, fresh off his first-ever sprint car win in the first Challenge Race, and 2010 UMSS Rookie of the Year Jared Goerges brought the field to the green for the 20 lap feature event. On the opening lap, cars were

three wide exiting turn two with Jones up top, Goerges in the middle, and Jerry Richert, Jr. on the bottom. As they entered turn three, Goerges made a bid for the lead but looped his sprinter. All cars avoided him, and the race restarted with Tatnell moving up to the outside front row starting spot and Goerges tagging the tail.

After a quick yellow for a caution light malfunction, the race was under green with Tatnell blasting into the lead. Jones ran a very strong second behind Tatnell for the first 11 laps. On lap 12, Richert ducked under Jones for second. One lap later, 10th starter Chris Graf moved past Jones for third. Graf had cracked the top five in just a couple of laps and steadily continued to work his way forward. The final caution blinked on with 15 laps in the books when 2011 rookie contender, Anna Kouba, spun in turn one. Tatnell's lead was erased with Richert now immediately behind him. During the final five lap shootout, Richert worked down low while Tatnell remained up top on the cushion. Meanwhile, Joseph Kouba slipped by Jones for fourth on lap 16. Richert pulled alongside Tatnell entering turn one with two to go, but Tatnell held strong in the top spot. On the final lap, Graf was able to dart under Richert in turn one and took the second position exiting turn two. Tatnell crossed the finish line several car lengths ahead of Graf with Richert a close third. Joseph Kouba finished fourth with Jones rounding out the top five for his best finish in his brief sprint car racing career.

GRP Motorsports/BP Trading Company Rookie of the Year Award, Charly Cropp bested Anna Kouba and Chad Patterson. Cropp finished 11th, Anna Kouba was 12th, and Chad Patterson dropped out early with power steering problems for a 14th place finish. Defending 2010 Big "O" Fall Showdown winner Tony Norem was unable to start the feature race when his #45 sprinter suffered a driveline failure in the second Challenge Race.

The Alpha Apparel & Promotions Ultimate Sprint Race #1 saw Brooke Tatnell take top honors. Jared Goerges won the Driverwebsites.com second Ultimate Sprint Race while Brad Barickman finished first in the Sprint Source.com Ultimate Sprint Race #3. Andy Jones held off Tatnell in the M&M Video Productions 8-lap Challenge Race #1 with Jerry Richert, Jr. topping the Mastell Brothers Trailer Service Challenge Race #2. Earning bonus money from GRP Motorsports, Tatnell took home an extra \$200 bonus for his win in the 20-lap main event. Chris Graf earned the \$100 bonus for the GRP Motorsports Hardcharger Award, coming from 10th to finish 2nd in the feature race. Cody Hahn pocketed the \$100 GRP Motorsports Past Champions Bonus while Andy Jones also received a \$100 GRP Motorsports Retro Rookie Bonus, as Jones bested fellow 2010 rookie contender and ultimate UMSS Rookie of the Year Jared Goerges by one position in the feature race.



*Jacy Norgaard photo*

Goerges recovered from his opening lap mishap to post a strong sixth place finish right behind Jones. Scott Brody, making his return to sprint car racing after sitting out since 2007, rode home in seventh ahead of 2010 UMSS Champion Cody Hahn. Brad Barickman finished ninth with Jesse Smith completing the top ten on a black, smooth track with a cushion up top.

In the battle for the 2011







Martin DeFries photo

### ***The Inside Dirt from page 4***

to Knoxville plenty to cheer about. The 360 feature started out with a bang as six cars were eliminated in an opening lap front stretch melee. The 360 feature was won by Clint Garner out of Sioux Falls. In the 410's Danny Lasoski trying for his 95th Knoxville feature win started on the pole with IRA Champion Bill Balog on the outside. Lasoski took the lead at the drop of the green with Balog in close pursuit. Donnie Schatz was never a factor and his night ended at six laps to go with the former WoO Champion and Nationals winner flipping down the backstretch. Balog ended up fading to 11th while Davey Heskin had worked his way up to challenge for the lead and restarted behind Lasoski after the Schatz flip. Meanwhile Dusty Zomer had worked his way up to third and managed to get by Heskin on the white flag lap. Lasoski looked to have his 95th Knoxville win sewed up but broke a driveline on the final turn of the last lap handing the win to Zomer by a margin of .01 seconds. Officials used transponder readings to make the call which was too close for the human eye to determine. My son and I enjoyed our trip to Knoxville which also happened to be my first Sprint Car program viewed from the stands since 2005. As a fan first and a writer/photographer second it was fun to see the sport from that vantage point again.

#### **New and Notes:**

Craig Dollansky nabbed his second World of Outlaws win of the season at Salina, Kansas, on Tuesday May 3. This event was originally slated for April 23 but had been rescheduled due to weather.

People sitting next to my son and I in the Knoxville stands were wondering what became of Brooke Tatnell. After Brooke didn't show up at Eldora the previous night some speculated he would make his second trip to Knoxville in as many weeks. An update from Ogilvie courtesy of Chuck Priefer answered that question. Tatnell won the UMSS opener at Ogilvie where a field of 15 winged Sprints and 4 non-wing cars were on hand. The total car count of the regular classes at Ogilvie not including the UMSS cars came in at 110.

Another track I was getting reports from on May 7 was Cedar Lake thanks to "Track Rat" Vince Peterson where eight Pro Stocks (a.k.a. Supers) and sixteen Modifieds were among the 76 cars racing in four classes on opening night. Knoxville came in at 74 cars in two classes, Cedar Lake 76 cars in four classes, Arlington 85 cars in seven classes, Deer Creek 127 cars in 8 classes and Ogilvie 129 cars in eight classes. There's a little something for every taste in those numbers. As an old guy who doesn't like to be out too late I prefer two to four classes and a program that ends at a reasonable hour.

No racing for me on May 13 due to depleted gasoline funds by my Knoxville trip and no racing on the 14th due to family obligations. I'll pray for a winning loto ticket and no rain in the hopes of seeing the IRA Outlaw Sprints at Cedar Lake on May 21 as part of the Triple Crown.

See you at the races one of these days!

### ***Raceway Park from page 16***

knows how to turn left and right by picking up the win in the first Figure-8 main event. Defending champion Ricky Martin was second and Mark Bronstad third. The night-cap for the Figure-8's saw John Lebens pick up the win over Danny Johnson and Phil Haluptzok.

Mini Stock action had Jason Heitz with a sweep, picking up a win in one of the three heat races, followed by the main event win. Heitz held off Doug Schmitz and Justin Schelitzche for the win. Schmitz and Jack Purcell were the other heat race winners.

### ***Elko Speedway from page 15***

competition as former divisional Champion Dustin Mann took the early lead, but the "Queen for the Day" turned out to be high school senior Taylor "Rollergirl" Goldman, who tracked down the leader on lap six of 20 and then held off challenges from Matt Ryan and Devin Schmidt to earn her second career win. Ironically, her victory celebration was changing from her drivers suit into her Prom gown and heading to join her classmates for a memorable evening.

Topping off the action were the Mini Stocks and in similar fashion to the earlier Heat race, New Prague's Zach Schelhaas and Bloomington's Chad DeZeeuw battled throughout the 15 lapper with Schelhaas scoring the win, with DeZeeuw, Jack Purcell, Aaron Hopkins and Brandon Peterson earning top fives.



Martin DeFries photos



## The Midwest Racing Connection Directory Page



**TEAM Steve STREMSKI**

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

**DANIEL NAVRESTAD**

Racing Parts  
Custom Metal Fabrication

La Crosse, WI

Tel: 608.781.3929  
Web: [www.dcaracing.com](http://www.dcaracing.com)



**Turtle's**  
BAR & GRILL



Downtown Shakopee  
952-445-9668

Open Your Accounts Online! [www.tsbf.com](http://www.tsbf.com)



**NO MORE RACING to the bank!**

**SBF** STATE BANK OF FARIBAULT Member FDIC




**MAREK'S TOWING**

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

**Brothers JORGENSEN**  
Race Parts - Service

**952-461-3300**

**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](http://www.candeautoupholstery.com)

**Niemeyer**  
TRAILER SALES

"Your guide to R.V. Trailers & Truck Accessories since 1965"

SALES • PARTS • SERVICE • STORAGE

763-420-2727 952-461-2525  
877-949-2727 800-340-8724  
7918 Troy Lane 10405 E. 260th St.  
Maple Grove, MN 55311 Eika, MN 55020

[www.niemeyers.com](http://www.niemeyers.com)

**EXTREME**  
POWDER COATING  
(507) 583-7448

521 Industrial Drive NE • Blooming Prairie, MN 55917

**NORTHERN**  
RACING PRODUCTS

RACE CARS, PARTS & ACCESSORIES  
Rosemount, Mn 651 423-5800

[www.northernracingproducts.com](http://www.northernracingproducts.com)

**A Repair Garage, Ltd.**  
Specializing in General Repair and Diagnostics

Joel Hughes — Owner  
Mark Kaufenberg — Owner

1350 Hastings Ave. "Rear"  
Newport, MN 55055

Phone: 651-768-0523



**ALS**

A RACE WORTH WINNING

[www.aRaceWorthWinning.org](http://www.aRaceWorthWinning.org)

**Minnesota Dirt Track Racing**  
by Stan Weisner

[www.gotomn.com](http://www.gotomn.com)

**B&B**  
RACING ENGINES

Appleton, WI  
920-739-1550

[www.B&BRacingEngines.com](http://www.B&BRacingEngines.com)

**FIVE STAR**  
RACE CAR BODIES

★ Race Car Bodies  
★ Custom Formed Racing Windows  
★ Custom Plastic Thermoforming  
★ Advanced Composite Design & Manufacturing

262.877.2171 • [www.fivestarbodies.com](http://www.fivestarbodies.com)

**Hoosier**  
RACING TIRE

"TIRES DESIGNED FOR CHAMPIONS"

Kart and Quarter Midget tire distributor  
Bob Snyder  
651-455-8589

Follow us on facebook. Just search for **The Midwest Racing Connection**

**facebook**





**“There’s no best thing  
about camp, because it’s  
paradise.”**

Victory Junction is a year-round,  
medical camp where children  
with chronic medical conditions can  
just be kids and have fun.  
The camp provides kids a place where  
they can connect with others who are  
“like them,”  
and participate in experiences they  
never dreamed possible.

**Your Donations- Paradise for Kids**



For more information, visit us at  
[www.victoryjunction.org](http://www.victoryjunction.org) or contact Brooke  
Hondros at 704-896-3338

## THE MIDWEST RACING CONNECTION

THE MIDWEST'S SHORT TRACK AUTO RACING AUTHORITY



**The Midwest Racing Connection Race of the week**  
Thunder Car drivers Brent Kane and Ted Reuvers waged a  
battle of the ages recently. We salute Ted and Brent for  
making short track racing the entertaining sport that it is.

## THE MIDWEST RACING CONNECTION

THE MIDWEST'S SHORT TRACK AUTO RACING AUTHORITY

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: \_\_\_\_\_



**MPLS/ST. PAUL**

**(651) 641-1414**

2161 University Avenue  
St. Paul, MN 55114

[www.pirtekusa.com/fwp/midway/](http://www.pirtekusa.com/fwp/midway/)

**PLYMOUTH**

**(763) 475-0475**

11350 Highway 55  
Plymouth, MN 55441

[www.pirtekusa.com/fwp/plymouth/](http://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**

**PIRTEK HAS AUTOMOTIVE SOLUTIONS**

25 CHAMPION DRIVERS. 4 CHILDREN'S HOSPITALS.

**RIDE WITH US!**  
MAKE DREAMS COME TRUE.

Levine Children's Hospital  
Children's Medical Center  
Children's Healthcare of Atlanta

**PRELUDE TO THE DREAM**

**LIVE! WED. JUNE 8 • 8 PM / 5 PM PT**  
**ORDER ON PAY-PER-VIEW**  
FOLLOWED BY IMMEDIATE REPLAY

@preludetodream

©2011 HBO Pay-Per-View®, a division of Home Box Office, Inc., and E! Entertainment Television, Inc. All rights reserved. HBO PPV®, HBO® and related channels and service marks are the property of Home Box Office, Inc. All trademarks shown are used with the permission of their respective owners. Event and Participants Subject to Change.

**RACING  
ONLINE**