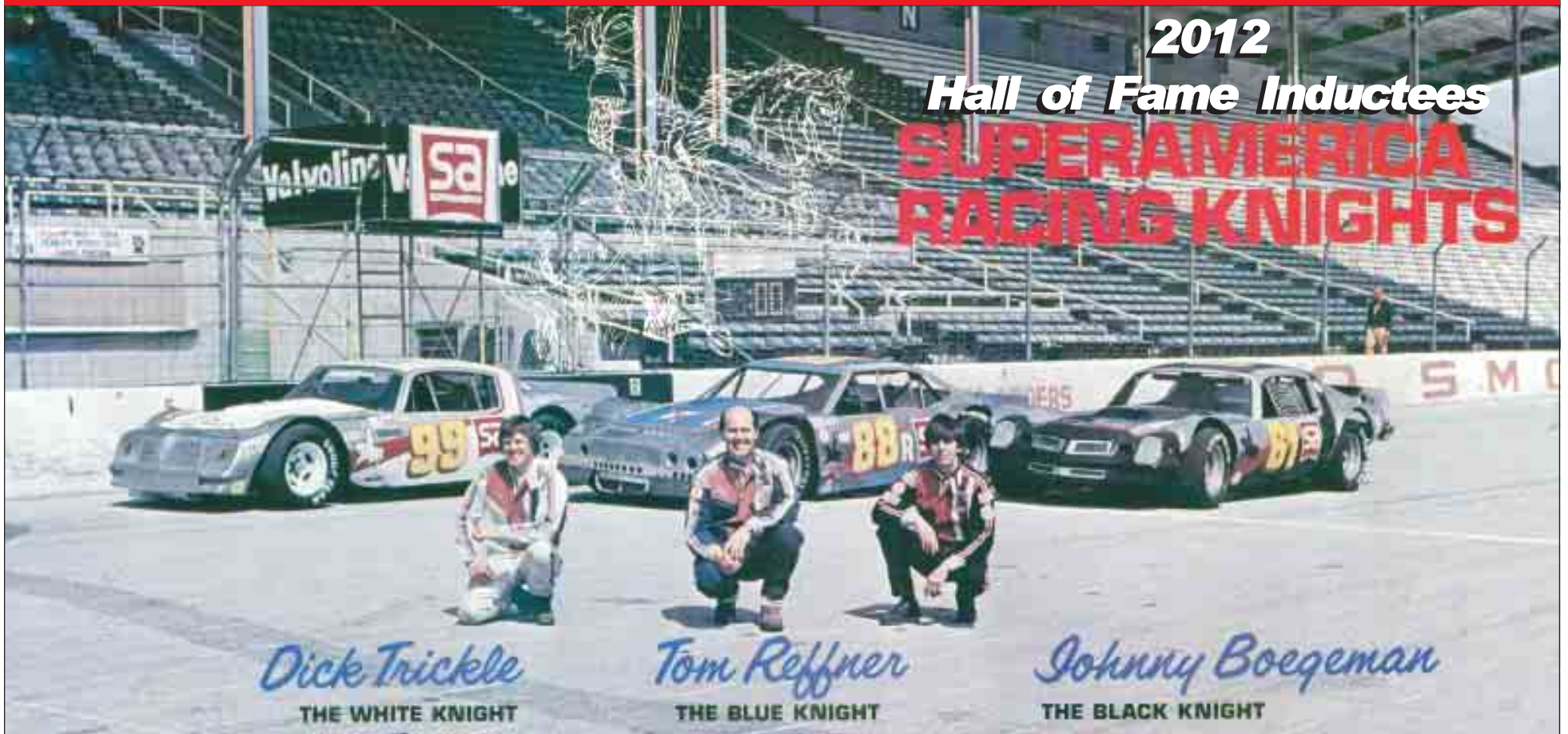


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THE MIDWEST'S SHORT TRACK AUTO RACING AUTHORITY



May 17, 2012 Vol. 16, No. 2

Inside...



First Time Winner



Three in a row for Walen



The Inside Dirt

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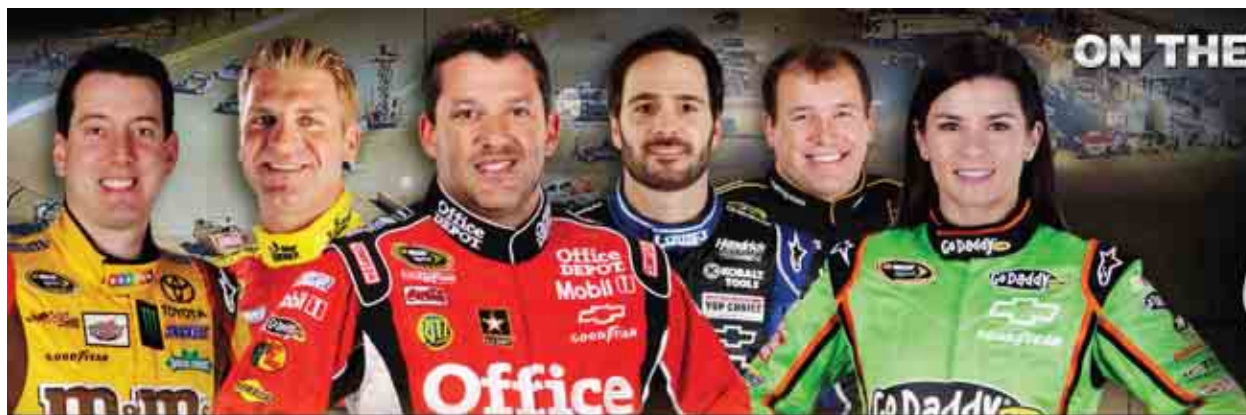
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Publisher's Note *Racing According to Plan*



Dan Plan

The annual Elko Hall of Fame induction this year will include three members of the racing fraternity that are very deserving of a Hall of Fame induction. For those of us that grew up in the 1970's and 1980's, The SuperAmerica Knights were known throughout the region. I was lucky enough to watch Johnny Boegeman race weekly in the Twin Cities area. I also had the great fortune of seeing Trickle and Reffner make occasional appearances at Elko and Raceway through the years. I was also lucky enough to have parents that liked to take occasional road trips to see these guys race at places like LaCrosse, Dells, Rockford or Madison.

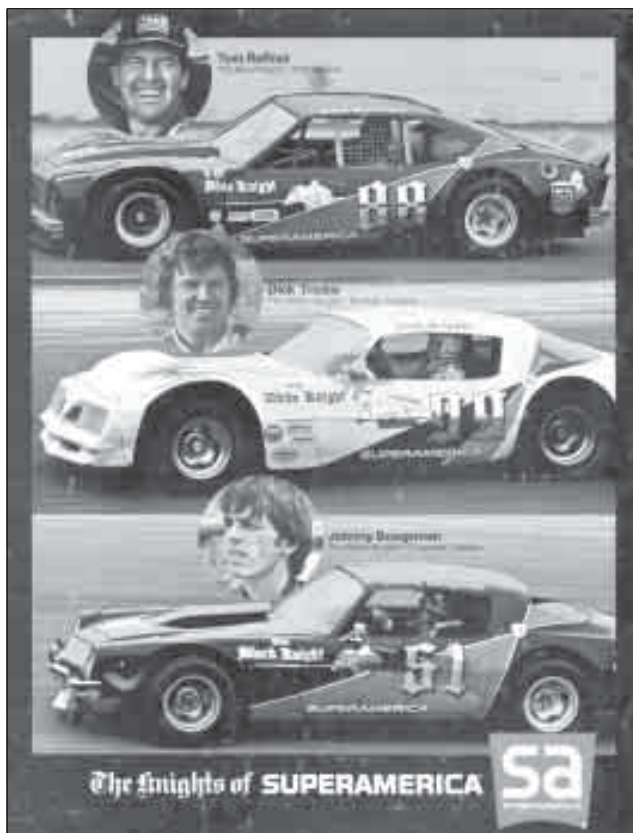
One of the most important things that probably helped these guys become so successful was the way they interacted with the fans. I can remember several years ago, when Trickle was driving Kevin Lang's car in the ASA National Tour race at Elko. My son (who was about 4-years-old at the time) had the chance to meet "The Winningest Driver in America" at an afternoon event at the Auto Truck Service shop in Minneapolis. Dick just seems to have a way to make little kids smile. Even though my son

Giving Credit Where Credit Is Due

is a teenager now, and probably can't actually remember this particular day, he does know who Dick Trickle is.

I was also lucky enough to meet Boegeman and Reffner in person for the first time as an adult, a few years ago during a test session for Colin Reffner at Raceway Park. To this day, I can still remember seeing Boegeman and Reffner in their SuperAmerica Knights racing jackets in Florida during Speedweeks at Disneyworld in the late 70's. I told Johnny and Tom of this story, and how I wanted to go get an autograph on this day, but my parents suggested leaving the Knights alone to enjoy their time away from the race track. When telling Johnny and Tom this story, they both remembered going to Disneyworld on this day, and told me they wouldn't have been bothered in the least by a little kid wanting an autograph. Sure, wins on the track will get you

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The Midwest

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Dean & Jason Talkin' Racin'

Jason D Searcy

The super speedway races at Daytona and Talladega are called wild card events because you never know what will happen and unlike most tracks, any car entered has an opportunity to win. A team that wins one of these events might be called lucky, but when you win two, that means you are doing something right.

Minnesota based ARCA team, Win-Tron Racing, has now won a pair of Super Speedway races after Brandon McReynolds won at Talladega. Brandon is the son of former NASCAR Crew chief and current broadcaster Larry McReynolds, he even has "Larry's kid" printed on the roof of his race car. Brandon is quickly earning respect, "Brandon is a hard working racer," said co-owner of Win-Tron Nate Thiesse "he is very committed, smart and passionate about racing."

Larry McReynolds was in the pit box during the win but was not calling the shots, "Larry plays the part of THE DAD during race day," said Thiesse "guys told me he reached for his head-set mic a few times but never said a word. He is a class act."

Win-Tron Racing has a relationship with Turner Motorsports, current Turner driver James Buescher won in a Win-Tron car at Daytona back in 2009.

Kevin Cywinski's three ASA National titles are well known but Nate was also a very successful racer around Minnesota on the dirt in the 90's and asphalt in the 2000's. He won over half the races he entered at I-94 Raceway but never ran for a point title, instead he had his sights set on a different goal. He is the first driver that I remember using an in-car camera, they would review the race from multiple angles immediately after every race night, win or lose. That is a work ethic that has carried over to Win-Tron racing.

"It's all about preparation at the shop," says Thiesse "It's not just one thing, it's the little things that make the difference, but passing on the last lap, that is all driver."

Thiesse is happy to finally be racing close to home on June 2nd at Elko Speedway for the first ever ARCA event in MN, "It's exciting for us, normally we are the ones driving all over the country to race," said Thiesse "this one is five minutes from our shop!"



ARCA Media photo



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The Inside Dirt



Stan Meissner

Without getting into the details of weather cancellations or a rebellious car after a month had passed since my first race of the season I was ready to watch anything on wheels. Cedar Lake School Buses fit the bill but more on that later. First we'll catch up on what kept me going during that long dry (or should I say wet) spell.

As mentioned in my last column if one misses attending a race they can pretty much count on live updates and video highlights being posted the next morning. This is how I spent Saturday May 5 while the monsoons pounded on my man cave windows. Saturday afternoon I watched the Talladega Nationwide race and the frightening Eric McClure head on impact with the inside wall. Eric's survival and return to racing says a lot about the safety innovations NASCAR has implemented during the past decade. McClure suffered a concussion along with internal bruising and is sitting out until he's cleared by NASCAR to race again.

Next up later that evening was listening to streaming audio from the Knoxville Raceway while watching live WoO text updates from Eldora. A frightening incident took place at Knoxville when Shakopee, Minnesota, resident Austin Johnson took a wild ride over the wall, through a billboard and landed outside the park. I'm not sure of the exact

height of Knoxville's monstrous walls but I'd estimate them to be about twelve feet high. Austin cleared the top of the wall and went through the billboards that are set back about five feet behind the wall and held up by wood posts and 2x4's. One 2x4 several feet in length jammed between Johnson's chassis and seat missing him inches. I exchanged emails with Austin a few days after the wreck and he said that he's still stiff and sore and would probably be sitting out for a week or two. The team sent their 410 motor back to the builder for inspection to be sure they didn't hurt anything. You can read a description and Austin's comments about the crash and it's aftermath on his blog at austinjohnsonracing.com.

Only a select few have scaled Knoxville's walls with a disproportionate number of Minnesotans holding membership in this exclusive club. Former Gopher State resident Mark Toews, Jerry Richert Jr. of Forest Lake, and Jimmy Evans of Hibbing, Minnesota, along with Australian Brad Foster are the only drivers to clear the wall prior to Austin doing so on May 5. Other drivers had left the park at Knoxville before the high walls were erected but these four drivers are the only ones to have exited over the giant walls in our modern area. Other noteworthy incidents involving Knoxville's answer to Fenway's Green Monster include a front end assembly landing on a car in the Dingus' lot and a couple other incidents involving parts leaving the facility. On April 21 Lee Grocz of Fargo got enough height to clear the wall but came down inside the park.

Some are calling for an extended catch fence at the top of the walls that is curved on the top to deflect cars back into the track. Austin went far enough to have landed on Highway 14 if he had exited in 1&2 instead of 3&4. If a

passing motorist is ever injured be a car exiting the Knoxville Raceway the results will be much more costly than the additional fencing. Knoxville isn't a frequent stop but I agree that something could be done to prevent cars from exiting the track over the top of the walls. As far as the 2x4's supporting billboards I think the sight of that 2x4 wedged into Austin's car should raise some concerns as well.

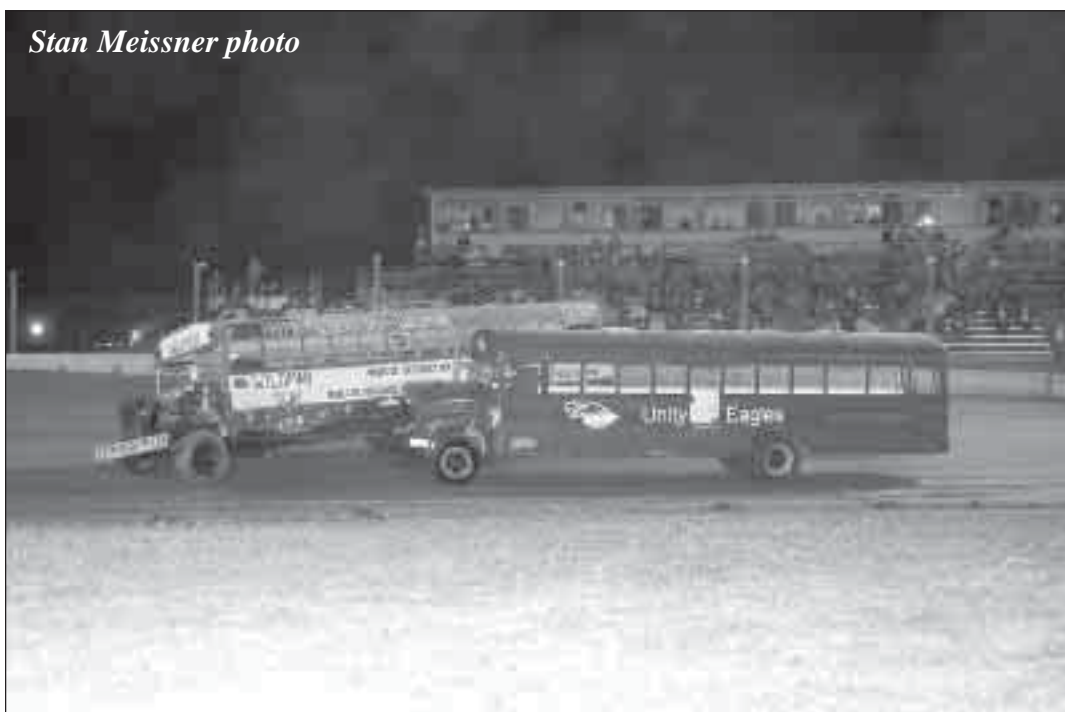


These photos show the 2x4 that entered the cockpit of Austin Johnson's Sprint Car at Knoxville Raceway

On May 12 I took off my hard core racing fan hat and attended School Bus night at the Cedar Lake Speedway. Some of the rabid racing fans complained about the Late Models, Modifieds and Pro Stocks being given the night off but I beg to differ. The stands were packed with an enthusiastic crowd of young people that rivaled attendance numbers for the World of Outlaws Sprints, and the final night of the USA Nationals. My son tells me that my granddaughter Layanna who isn't quite a year old yet fell asleep after the Heat races but woke up in time to watch the Buses. Les says that she got caught up in the moment and was cheering and clapping for the Buses along with the bigger kids. As difficult as this is for hard core racing fans to fathom the place was packed with people who were there specifically to watch the School Buses. Jason Vandecamp's win and post race frontstretch celebratory 360 spin ranked as the second most popular event of the evening.

Clay Gallagher was the first to lay one of the big beasts on its side in turn one with the New Richmond Bus following suit a few laps later up in turn two. Hudson bested eight other buses to claim a trophy that replicated a School Bus

Stan Meissner photo



The Inside Dirt continued on page 8

Publishers Note from page 3

a lot of fans, but the way these guys treated their fans for so many years, probably helped even more.

I'm definitely glad to see guys from this area recognized for their efforts. Congratulations go out to Johnny, Tom and Dick.

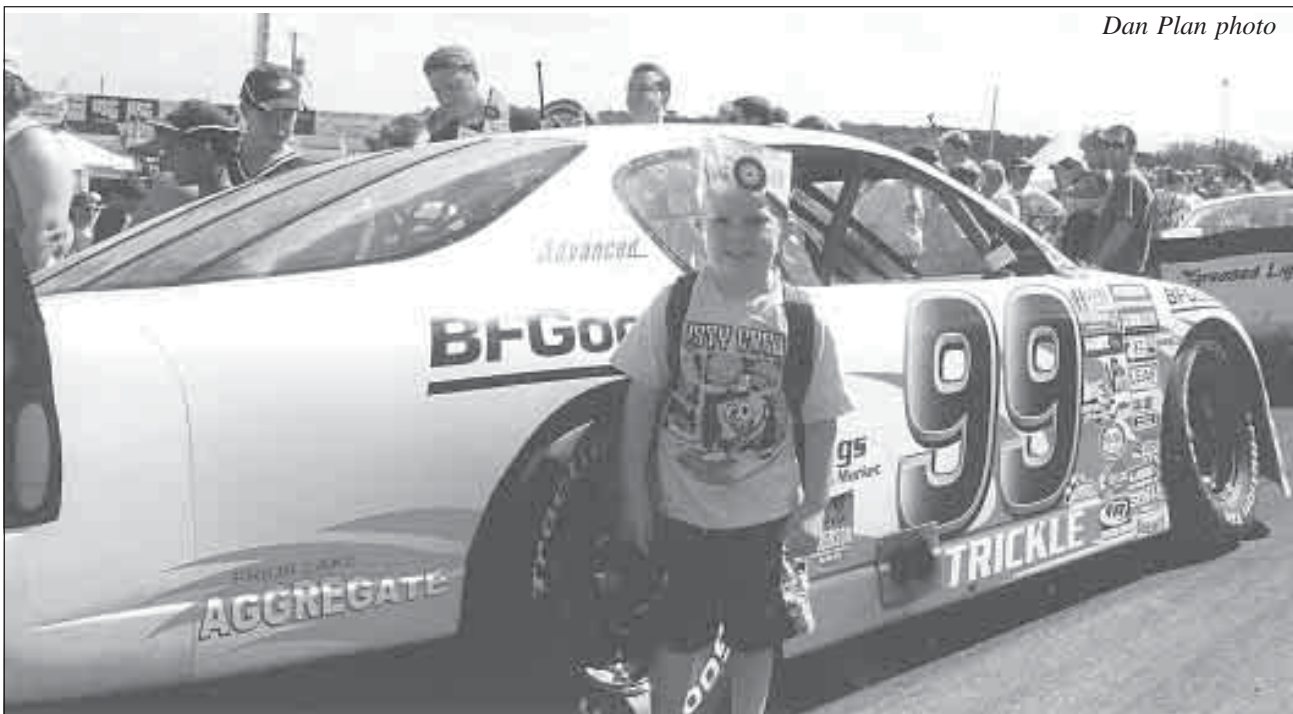
Miscellaneous News and Notes:

Some fans have varying reasons as to why they like oval track racing. Sometimes they're interested in the speed aspect and sometimes it's the wrecks that draw attention. Opening night at Raceway Park showed what racing is all about in my book. Hats off to Dustin Mann and Jeremy Wolff for the show they put on during the Hobby Stock feature race. They were side-by-side, inches apart, lap after lap. No "Bump and Run" maneuvers or contact. Just two guys trying their best to beat the other back to the line. The lead exchanged hands several times over the course of the race, with Dusty barely edging Jeremy at the line.

Now to add to the excitement with the Hobby Stock/Thunder Class, Scott King picked up his first career win, holding off Conrad Jorgenson, who was in the Mike Homen ride, subbing for an injured "Neighbor" Mike. And top things off, the Walen/Royle duel moved across town to Elko this year. Both drivers ran a clean race, running many laps side-by-side, with Walen coming out the victor on this evening.

These races were so good, Tony Stewart might have even enjoyed watching.

*A young Matthew Plan in his best Sponge Bob shirt next to Dick Trickle's race car (top photo).
Scott King in victory lane following his first-career Thunder Car main event win (bottom photo).*



Dan Plan photo



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SIX QUESTIONS FOR SKYLAR

Skylar Holzhausen is third-generation driver, following in the footsteps of his father (Steve) and grandfather (Bud). Holzhausen is gearing up for his seventh year behind the wheel of a Late Model. *The Midwest Racing Connection* recently caught up with Skylar following the rain delay of the ASA Midwest Tour Joe Shear Classic at Madison International Speedway.

What was your first race car?

I started out right in the Late Model class. It was in 2006 in a LaCrosse Late Model.

What would you consider your highlight of your career at this point?

I would say that it would probably have to be the \$10,000.00 to win race at Elko last year.

It's probably obvious that your dad is able to help you with questions about racing, but do any other family members offer advice?

Just mostly dad I guess. Grandpa is always out here, but dad's the main guy when comes to setup and mentally wise.

Does your dad often offer advice, on and off the track?

Yeah, he's also given me a lot of space to learn on my own.

He does offer quite a bit of advice, but he does try to make me learn it on my own.

While it was unfortunate that your dad was hurt two years ago, do you think this might have helped your program by making some additional resources available to help you?

Yeah, it helped. Once he was able to get around again, he was able to focus more on my car. Making sure my car was setup right and not just thrown together quickly. He took some extra time with me on those things, so that did help.

What are your plans for this year?

I'm going to try and run the whole ASA Midwest Tour again, sponsor pending, and see how she goes. I want to



Doug Hornickel photo

run all of the races. We always have fun racing against all of the guys in ASA. There are a lot of good drivers there and a lot of respectable guys that are fun to race with. We'll probably run the Big-8 race here at LaCrosse at the end of the season. Maybe also run the July 3rd Big-8 race here (LaCrosse) also.

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the Inside Dirt from page 5

with the Cedar Lake Speedway logo. School Bus night appeared to be a money maker for the track and I have to admit that standing in the infield watching those big beasts

was a lot of fun. The kids loved it and a lot of new people were introduced to the track. How can I find fault with that? Novelty events such as School Bus night and Night of Destruction are great shows to bring the kids to. You might have guessed by now that I'm a bit of a kid at heart. I'll get back to the serious racing in the coming weeks

starting with the UMSS Sprint Cars first appearance of the season at Cedar Lake on May 19.

I'll see you at the races!



Cedar Lake Midwest Modified winner
Jason Vandekamp
Stan Meissner photo



Stan Meissner photo



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The Future of Racing

With the recent Mother's Day activities at the local tracks, we'll use this opportunity to showcase some of the future racers. Left to right; Mike Gilomen and family, Ted Reuvers and family and Nate Kane and family

Martin DeFries photos

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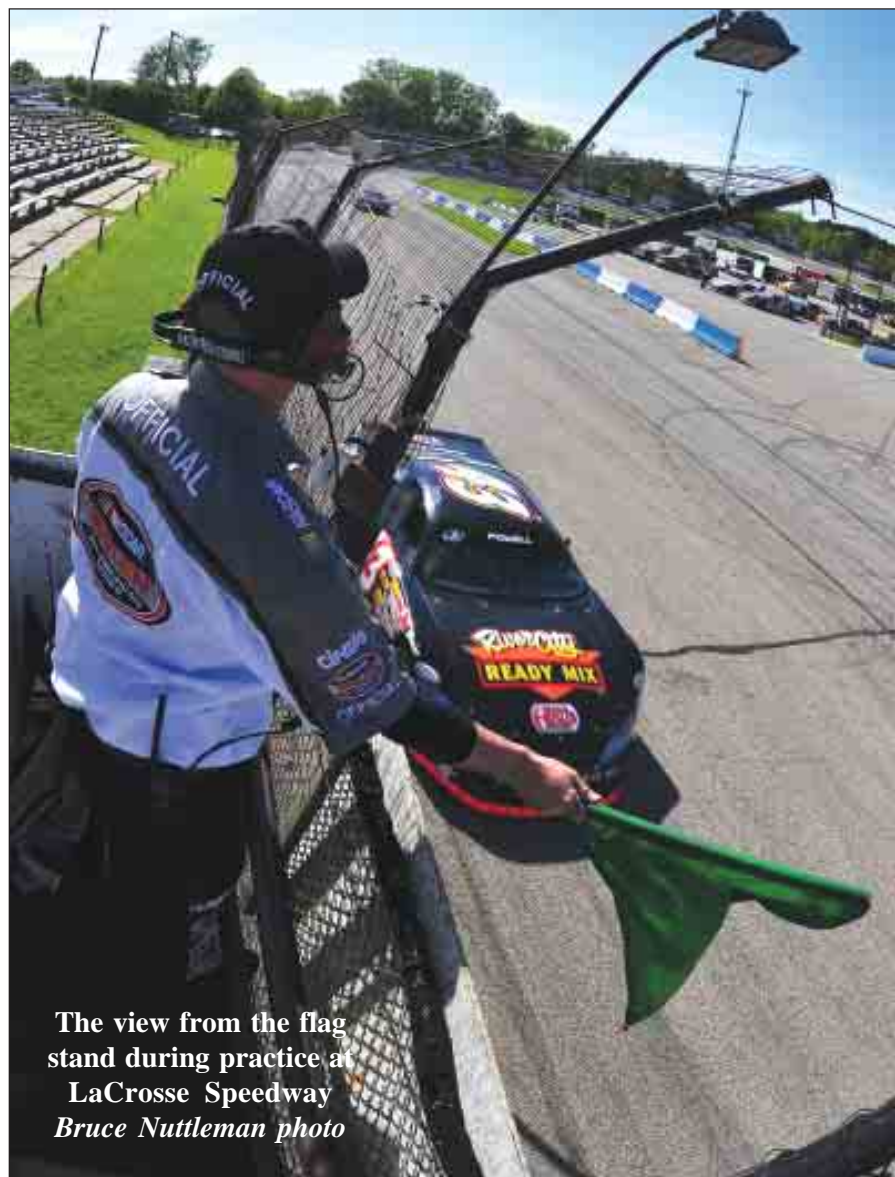
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Friends and family gather to say goodbye to
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The view from the flag
stand during practice at
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Bruce Nuttleman photo

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Jimmy Ambruso photo

Kids of all ages waiting to take part in the Kid's Candy Scramble.

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Auto Racing Facts, Observances and Opinions



Dale P. Danielski

Finally got into some actual racing here recently as La Crosse Fairgrounds Speedway, West Salem, WI., decided to wait through a weather front to get their opening program for 2012 in May 5th. A great field of 100 cars was on hand along with a couple thousand loyal, diehard fans to witness the action.

Brad Powell served notice he will indeed be a threat this year as he vaulted from his front row starting position into the NASCAR Late Model Feature lead never to be headed. Steve Carlson made a late bid but ran out of laps at the end and had to settle for 2nd. Had the race not run green flag to checkered, Carlson may have had a shot at the win as he was closing fast at the end. Powell normally is the one passing a number of cars to get to the front, being a notoriously good qualifier. With Time trials scrapped on the night however events were lined up by last years point standings, which to Powell's good fortune, put him in the front. After 25 laps it was Powell and Carlson followed by

Dale's Picture from the past



On the heels of the ASA Midwest Tour run Joe Shear Classic May 12th, here's a photo of Joe from 1975.

Mike Carlson, defending NASCAR division champion J. Herbst, Adam Degenhardt, Brent Kirchner, Mark Lamoreaux, Todd Korish, Cole Howland and Shawn Pfaff. Degenhardt's finish is noteworthy as he plans a full season in a 2nd car fielded by the Korish team. In so many instances drivers have a back up car in case their main ride has problems and usually the driver in it is just staying out of the way on the race track. Not so with Degenhardt as he indicated he wouldn't race that way. "These guys know I won't race that way, I'm going to race to win every night out here. If it was any other way with the team, I have my own stuff, I'd just race that."

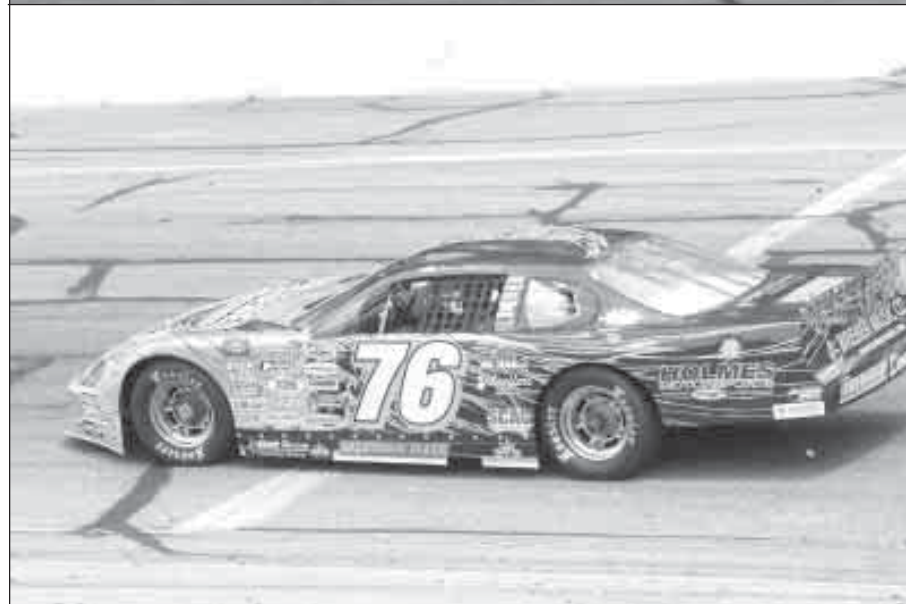
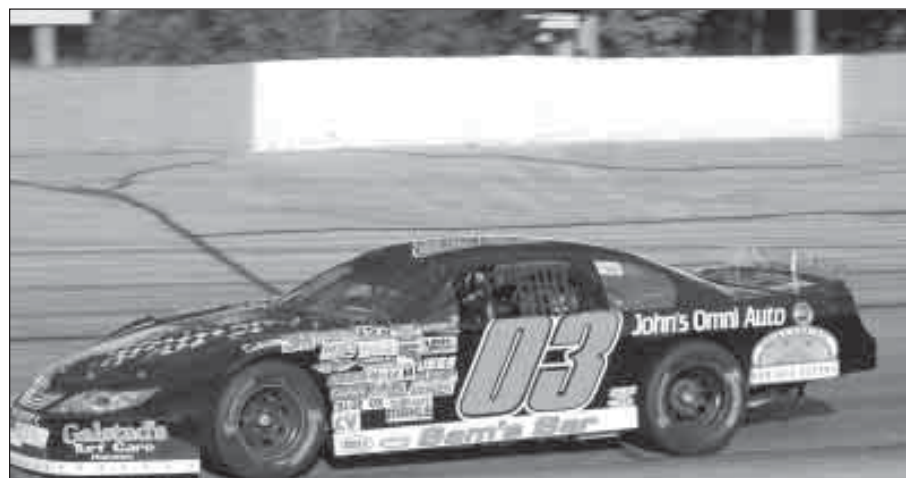
Another driver in a second car that plans to go for the gusto is John Olson who is in a Brent Kirchner Late Model. "This is the same car Troy Rave drove. We're going for the Rookie of the Year in it this year." When asked what has been different so far between Late Model racing and Outlaw or Sportsman Division cars that he has driven in the past Olson notes, "It's the steering on these cars. The steering is so much quicker I have to get used to that." Speed of course is the other factor. "These cars are much faster but I'm not at all afraid of speed."

Another driver racing a NASCAR Late Model this year that has been out of the sport for quite some time is Bob Manske. "It's been 17 years since I raced a Sportsman car out here. Seventeen years and about 50lbs of weight I've gained! As a matter of fact the last time I raced here I set fast time. I don't think I'll be doing that tonight" Manske didn't as Time trials were washed out anyway, but he does plan on racing the entire season. "We're racing for Rookie of the Year this year, but mainly were just here to have fun. Troy Goodenough, who owned this car gave, me such a good deal on it I decided to get back into it. I even have my crew chief with me who helped me back in 1969 when I first started racing! I don't have any real high expectations, it's really tough competition out here. I'll tell you what though, it's going to be a blast."

Greg Scheck found himself in victory lane in the Sportsman Feature holding off Jim Schermerhorn and Matt Inglett.

The Thunderstox Division had a healthy field of 20 cars on hand and it was Jason Bolster taking the feature win after leader under the checkered Chris Weber was DQ'd for a battery location infraction. Hornet drivers were swarming

the pits on the night and it was Kim Strom and Andy Moore victorious in their main events. And when all was said and done on the night, frogs could be heard happily singing in Lake Speed in the infield. Even they are glad to see the season get started!



Top photo; Adam Degenhardt #03 placed a very respectable 5th in the main opening night. Middle photo; NASCAR Late Model rookie driver #41 John Olson. Bottom photo; ASA Midwest Tour rookie contender Jason Weinkauff

continued on page 16

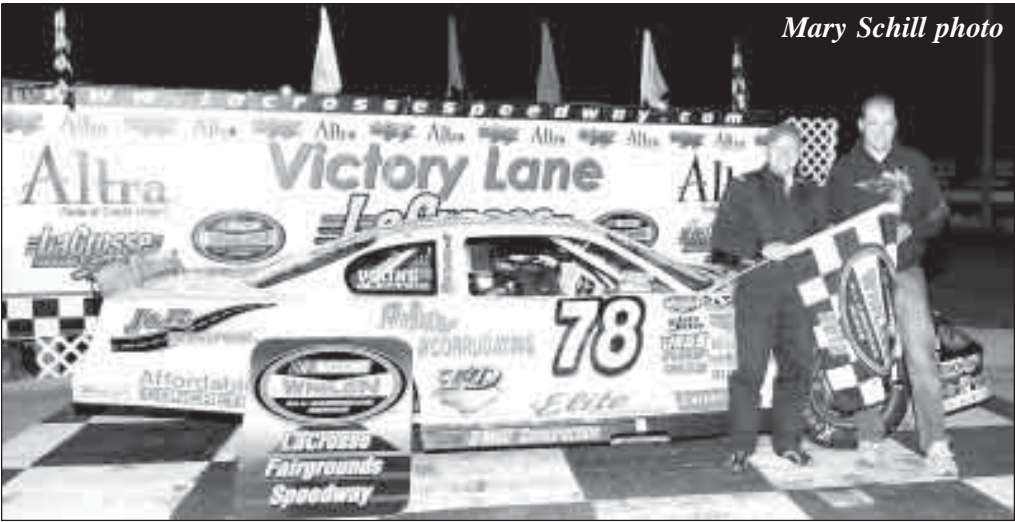
Lamoreaux makes a comeback at La Crosse Speedway

By Ashley Iwanski

Mark Lamoreaux proved he still had it in him to win a feature at La Crosse Fairgrounds Speedway. Lamoreaux held off last season’s champion J. Herbst to win the Kwik Trip NASCAR Late Model feature race on Saturday night. Chris Skrede and Bill Niles started side by side on row one and both fought to keep the position. Skrede was able to get around Niles to take the lead, but he didn’t keep it for long. Four of the fastest cars of the night were right behind the leaders waiting to strike. Shawn Pfaff was the first to make a move. He was able to get around Niles who fell back into the field, and almost instantly dove to the inside of Skrede. But Pfaff was never able to get around the leader. Lamoreaux, who started sixth, was on the bumper of Pfaff waiting for a chance to sneak into the second position. Instead of going to the inside, Lamoreaux went high and flew around Pfaff to take second. Lamoreaux and Pfaff then paired up to take down the leader. The duo moved to the low side of the track and overtook Skrede at the half way point. But the race was far from over. Herbst had started seventh and as Lamoreaux and Pfaff passed the leader Herbst squeezed his way past Brent Kirchner for third. At that point the leaders had reached lap traffic and Lamoreaux was able to open up a gap between himself and Pfaff. While fighting the lap cars Herbst was able to get around Pfaff to take second with five laps to go. Herbst tried to make up

ground on Lamoreaux, but didn’t have enough time. Lamoreaux finished first, Herbst second, Pfaff third and Kirchner fourth. Brad Powell finished fifth after starting 14th.

Jerrod Loging held for a North Country Contractors Sportsmen division feature win. Loging started second and quickly took the lead followed by Chad Rosendahl and Brian Hesselberg. Meanwhile Brandon Berg and Matt Inglett battled back and fourth for fourth. With five laps to go Inglett moved to the inside of Berg in Turn 4 and took the fourth position. Jason Dummer and Steve Bachman got together in turn four with two laps to going bringing out the only caution of the race. On the restart Rosendahl overtook Hesselberg on the restart to finish second. Randy Humfeld finished third getting past both Berg and Inglett. Hesselberg finished fourth and Greg Scheck fifth.



Mary Schill photo

After a lot of beating and banging in the United Auto Supply Thunderstox division Tom Luethe was able to capture a feature win. Luethe worked his way past pole sitter Jason Schaller and Jordan Myers to get to the front. Then held on to the lead with Myers and Dakota Miller following close behind.

WALEN EDGES ROYLE IN ELKO OPENER

By Jim Burns

Elko Speedway kicked off their 47th season, and if the opening nights action was any indication, fans will be in for some exciting weekly battles at the “Midwest Center for Speed”.

In the NASCAR Super Late Models, Jon Lemke paced the 21 car starting grid to the opening green with Joel Theisen, Nick Barstad, Chad Walen, Billy Mohn and Adam Royle in pursuit. With Lemke controlling the early action, Walen and Royle begin to move as the tandem bypassed Barstad in successive fashion for third and fourth, before Walen reeled in Theisen on lap five to move to second. As Walen looked to close on the leader, Barstad’s struggles continued as Jason Schneider joined the top five on lap six, before Royle moved around Theisen for third on lap seven.

Walen’s pursuit of Lemke would continue until lap 10 when he powered to the outside of the leader exiting turn two to take the point, with Schneider moving around Theisen to fourth on lap 15. As the action remained under the green, Royle bypassed Lemke for second on lap 17 and quickly closed on the leader before back to back cautions for spins by Molly Rhodes and Barstad on laps 23 and 26 slowed the action. On the second restart, Royle got a good jump on the leader and looked to have the preferred line entering turn three, but Walen powered to the inside to reclaim the lead as Matt Goede came storming through the field to slide under Schneider to third on lap 29, but over the final 11 markers it was a matter of Walen trying to keep Royle at bay and to the delight of the fans, the tandem screamed off turn four on the 40th and final lap with Walen hanging on for the hard fought win.

In the Big 8’s, Darren Wolke powered his Dodge to the early lead before Chris Marek charged to his outside on lap five to take the lead, with Nick Beaver following suit on lap six moving to second. With Marek now controlling the action, Beaver closed to his rear bumper before a caution

on lap 13 slowed the action as Travis Stanley and Lawrence Berthiaume locked horns on the back straight. As the action went back green, Marek had a “near miss” as Mike Pederson lost the handle on his mount in turn one, with the leader taking evasive action to avoid before debris brought out a second caution on lap 17. Over the final eight markers, Marek was able to fend off Beaver to earn the checkers, with the second year pilot earning his career best finish in second, while Doug Brown, Jon Lemke and Jake Ryan rounded out the top five.

The Genz-Ryan Thunder Cars saw 19 anxious drivers take the green in their 25 lap main with Scott King taking advantage of his pole position grabbing the early lead over Ted Reuvers who was busy with a fast closing Conrad Jorgenson, while Brent Kane and Kyle Kirberger rounded out the top five. As King continued to pace the action, Jorgenson worked by Reuvers and quickly reeled in the leader, pulling even on lap 13 as Kane headed down pit road with a cut tire. King would prove resilient as he returned the favor to Jorgenson, retaking the lead on lap 14 before the caution flew on lap 19 as contact between Adam Wiebusch and Devin Schmidt sent Schmidt spinning into the turn one wall. After the cleanup, the field returned to the green with King taking control enroute to the popular win, with Jorgenson holding off Dillon Sellner to garner runner-up honors, with Steve Anderson slipping by Reuvers for fourth.

The Great North Legends in similar fashion to the Thunder Cars also saw 19 drivers take the green with Davis Silver and Brandon Elmer fencing for the early lead, before Tyler Sjoman and Shon Jacobsen came calling, moving to the top two positions on lap five and once at the front raced each other hard,

yet clean as Sjoman led the final 15 laps to pick up the win over Jacobsen, with Kyle Hansen closing quickly to take third.

Topping off the action were the Dicks Sanitation Power Stocks and Josiah King looked like a years layoff wouldn’t hinder him as he chased down Dave “the legend” Goldman on lap four to take control of the 20 lapper. Once in the lead, King kept a smooth, steady line to keep the lead, but it was John Lebens who was quietly working his way forward from his eighth starting position who caught King on the final lap and powered off turn four to take the lead and the emotional win, earning the Monster Performance of the Week.

Prior to the racing action, fans were treated to an on track autograph session with the drivers presented by SHOWCAR SUPPLY of Bloomington who awarded “best appearing car and crew” awards to Molly Rhodes (SLM), Darren Wolke (Big 8), Steve Anderson (T/C), Adam Fuchs (Leg.) and Taylor Goldman (P/S).



Martin DeFries photo

ASAMT JOE SHEAR CLASSIC RACE DAY RECAP

By Kari Shear-Carlson

MORRISSEY FINALLY ENDS ASAMT WINLESS STREAK

The 2011 ASAMT Champion, Andrew Morrissey has been looking for that first win for the past six years in the ASAMT. After capturing his first championship last year without a win, he still just wanted to win. He finally did it on Saturday. He started on the outside front row and led the field for all but two laps. It was not until the last few laps that last year's Rookie of the Year, Skylar Holzhausen, started to make his charge. He had the lead on laps 98 and 99. The two battled side-by-side, swapping positions from corner to corner. It was a replay of last year's \$10,000 to win event at Elko, but this time Morrissey came out ahead at the finish line.

CHRIS WIMMER SETS A NEW TRACK RECORD

The previous track record for a super late model at MIS was held by none other than, Andrew Morrissey with a 17.413 set back in 2004. But records are made to be broken and ECHO and ECHO Bear Cat Touring Star, Chris Wimmer did just that, shattering the record turning a 17.245 and getting his first ECHO Quick Cut Qualifier award of the year. In fact a total of six drivers broke the previous record in qualifying on Saturday.

ECHO AND ECHO BEAR CAT TOURING STARS HAVE SOME HIGHS AND LOWS

Seven of the top ten finishers of Saturday's event were Touring Stars. Andrew Morrissey and Skylar Holzhausen were one and two. Nick Panitzke was the Hedman Husler Hedders Hard Charger after starting 12th and finishing 3rd. Chris Weinkauff, Nathan Haseleu, and Chris Wimmer rounded out the top six, followed Jonathan Eilen in 9th. Jacob Goede, Tim Schendel, Jeff Storm, and Nick Murgic each struggled a little bit in this first event finishing 13th, 14th, 17th, and 23rd.

ROOKIE OF THE YEAR CONTENDERS OFF TO A GOOD START

Five Rookie of the Year contenders raced in the 4th Annual Joe Shear Classic. Jason Weinkauff was the highest finishing rookie with an impressive run and 11th place finish. Cardell Potter and Ty Majeski were 15th and 16th

followed by Matt Tift in 18th and Jeff Holtz finishing in 24th. The last chance race was a nail-biter for Tift and Holtz as they were both hungry to make it into their first ASAMT event of 2012. With a couple laps to go, Tift started to make his move for the last transfer spot. The two made contact a few times but put on a good show. Tift did not make the pass, but got into the event with a provisional.

Unfortunately, Rookie of the Year contender, Austin Luedtke made contact with the backstretch wall during his qualifying event and was unable to continue for the day

Doug Hornickel photos



WALEN WINS AGAIN

by Kevin Busse

It was a perfect day for NASCAR in Minnesota this past Sunday, as Raceway Park in Shakopee hosted its Mothers Day Special with the NASCAR Whelen All-American Series. Since last Sunday's season opener, the car count continues to grow, and is expected to continue to do so as more of the areas top drivers have committed to get their machines ready for competition in all divisions.

In the NASCAR Super Lake-Model feature, 2011 Track Champion Chad Walen of Prior Lake continues his winning ways, but this time it was a little more challenging than the previous week. At the start it was Crystal driver Jerry Ziemiecki alongside Ryan Kamish of Farmington, with Kamish jumping to an early lead in the event. With 25 laps to go, Walen started to make his move, passing LaCrosse Wisconsin's Troy Tuma into second place. When Bryan Roach of Goodhue tried to follow Walen's move around Tuma, the Wisconsin driver tried to keep the pace but wound up spinning after going into the turn too fast and too high bringing out the caution. The restart placed Walen alongside Kamish, and the two kept it side by side for the next 3 laps, when the Prior Lake driver made his move into the lead. With Kamish slipping back, Roach took advantage, moving into third place behind Minnetonka racer Joe Prusak who settled into the second position. Prusak definately wanted to make the most of the run after receiving a heat win earlier on in the evening. As Walen started to build up several car lengths on Prusak, Roach was slowly closing the gap, and the two found themselves in a race for second with 12 laps remaining. Three laps later the driver from Goodhue passed Prusak and had his sites set on Walen. However, the Prior Lake driver had too big of a lead when laps ran out, and at the checkered flag it was Walen first at the stripe, followed in second by Roach and Prusak right behind crossing in third.

The Mini-Stocks have the biggest car count at Raceway Park, and already the division is getting quite the fan following. After several heats of racing and a B-feature, 26 cars made it to the main feature event. Jack Purcell of Bloomington had the perfect race, starting along side Mankato's Joe Tacheny and taking the top spot in the opening laps. Chaska driver Jay Heitz worked his way up to second with 17 laps remaining, and three laps later the leaders were starting to close in on slower cars at the back of the large field of racers. When the lead group starting mixing with the lapped traffic, several side by side battles broke out as Justin Schelitzche of Lester Prairie got caught up in a battle for fourth with Chaska's Tom Sibila, and Heitz was scrambling to hang onto second ahead of Joe Tacheny who was along side. With four laps to go, Sibila moved to fourth and started to close the gap on the top three. Caution slowed the field of racers when, with 2 laps to go, Savage driver Nick Oxborough blew a water hose entering turn two sending his car spinning and dumping fluid through the curve. At the restart of a green-white-checkered finish, and Purcell immediately taking the point, it was a 3-wide battle for second as Montgomery driver Blake Dorweiler closed in fast to join the lead group. Purcell grabbed the win, with a sprint to the checkers placing Heitz in second, and Sibila just a fraction behind crossing in third followed by Dorweiler.

In the first of two Figure-8 features, the side-by-side action up front had fans on the edge of their seats right at the start. Lakeville driver Rick Martin had the lead, but Mike Dickey of Shakopee kept the challenge going, staying right next to the senior Martin in the early going. With 11 laps to go, the younger Ricky Martin found himself in a battle for third with Lakeville's Danny Johnson. Eight laps remaining, Rick and Mike had a lengthy lead with the battle for the top spot still heavy as both drivers found themselves mixing it up with the back of the pack crossing

just ahead of them in the "X." Ricky Martin passed Johnson with 5 laps to go, and two laps later found himself closing in on the outside of Dickey. With the white flag signaling the last lap Ricky made his move, pulling up along side of the Shakopee racer and passing as the checkers waved. It was Rick and Ricky Martin taking first and second, with Mike Dickey settling for third.

The second Figure-8 feature run began with another Dickey, this time brother Matt of Shakopee, jumping to the lead at the green flag, but found himself challenged almost immediately by Burnsville driver Todd Wilson, who was literally on the back bumper of the leader. As the top two pulled away, several lengths behind a 3-way battle for third had Bethel driver Phil Haluptzok, Minneapolis' Joel Johnston, and Ricky Martin of Farmington all side by side. With 7 laps to go Martin passed Haluptzok for third, with Wilson passing Dickey for the lead one lap later. Martin was closing in quickly on the top two, and with 4 laps to go was battling Dickey for second. With 2 laps remaining, Ricky locked in second and tried to make his move on the leader on the last lap. At the line it was Wilson just edging out Martin for the win, followed by Matt Dickey crossing in the third place spot.

The American Short-Tracker feature was a lesson in side by side racing. Rookie driver Jeremy Roche of New Prague took an early lead, and hung on for the entire race, holding off a challenge by veteran Short-Tracker Charlie Pehrson of Prior Lake with 13 laps to go. Three laps later Hastings driver Matt Schaar was working Pherson for second, and with 8 laps remaining the field had closed in right behind the leader, all in a multi-groove battle for postion. Pehrson was able to charge along side of Roche with 6 to go, and it

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Going in Circles



Charlie Spry

I've had a hard time getting any racing events in this season, as the weather has been in an uproar, causing the cancellation of many events, and I've had many other things going on as well. Finally did manage to get a racing show in on Friday, May 4th at Golden Sands.

With gray skies above, the show went on as planned, with a good field of cars present. Tim Sauter won the point championship here last season, without winning a single feature, but he corrected that tonight with a feature win in the super lates. Many new faces in the division, as former pure stock top gun Kyle Genett is now behind the wheel of the Redline Speedsports 7-11 car, looking strong. Illinois driver Tanner Whitten is now racing the Kreyer Motorsports car, carrying the number 32 on its doors. Former super stock racer Matt Pyburn is also fielding a sharp looking ride, and Ryan Hinner has also moved up to the top division from the super stocks.

The super stock field was swept away by Dean Zakrzewski. Mod four cylinder driver Phil Malouf will be tough this year, as he moves up in rank behind the very potent former Hinner/Colin Reffner car. I'd expect him to grab some feature wins this season with this car.

The pure stocks were topped by Ben Capek in a sharp looking car, while the stock four cylinder class was swept by Kevin Burris. Scott Ciesielski had his new car present, looking very strong, and should be in the hunt all year long. Nice to see a strong field of cars in this division. With

the mod four class being dropped because of low car counts, the stock class should grow even more.

A brief rain shower attempted to put a "damper" in the action after the heats were completed, but quick work in drying the track and a fast paced show brought the ability to get all events completed without further trouble. We hung around for awhile after, but on the way home it rained for a good hour or so on our trip back south. Good work in getting the show completed!

Would have liked to have taken in the show on Saturday at Jefferson, but other work duties kept me away. Columbus 151 attempted to open their season on Sunday, but a strong rain storm also put an end to that idea. Maybe next time?

Racing Facts, Observances and Opinions from page 13

Here and there...The postponed ASA Midwest Tour opener at Madison International Speedway May 6 did get there show in May 12th with Andrew Morrissey besting a 33 car field to take the Joe Shear Classic. Morrissey held off a furious last ditch effort by Skylar Holzhausen to take his first Tour win. Nick Panitzke Chris Weinkauff and Nate Haseleu rounded out the top five...La Crosse Fairgrounds got their second show of 2012 in the books here May 12th with Mark Lamoreaux in the Herbst Racing 2nd car taking the 25 lap NASCAR Late Model Feature win. Finishing right behind him, you guessed it, J.Herbst...The ASA Midwest Tour has their next scheduled event at the State Park Speedway of Wausau, WI., May 19th. If you haven't seen some good 1/4 mile paved short track racing in awhile State Park is the place to be Saturday...Chris and Jason Weinkauff will be competing in the entire ASA Midwest Tour in 2012 for Jay Vander Geest with Jason shooting for Rookie of the Year honors. Both got off to a good start at the MIS event with Chris placing 4th in the main and Jason 11th. In asking Jason how the two brothers will manage to get off of work to make all the shows, "We're both bosses so we can take off to go race!...In the quote of the column department this time around, Jon Eilen ASA Tour regular, is going to get married this summer. The date he picked to take the plunge is July 7th of this year. "We picked that date (7th month 7th day) so I could remember it since those numbers are the same as my car number!...

Looking back on Friday night, May 14th 1971, Jim Sauter repeated his winning performance at La Crosse Interstate Speedway by taking his 2nd Feature in a row this time over Rich Somers and John McNamara. The Semi-Feature win went to Bobby Turzinski over Ed Viner and Fred Beckler. Heat race wins went to Buck Linhart, Larry Behrens and Sauter. Fastest time trialer was Marv Marzofka.

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

Raceway Park continued from page 15

was back and fourth between the two leaders until the checkers. In a close finish, it was Roche by a bumper ahead of Pehrson, and Farmington's Todd Kamish immediately behind in third. However, post race technical inspection discovered the Roche machine was too light in weight, disqualifying the New Prague driver and awarding the win to Pehrson. That advanced Kamish to second and Hastings driver Matt Schaar moved up to third.

Fast speeds took over the Hobby Stock feature, as Chaska driver Bryan Turtle moved to the lead spot on the first lap, and quickly built a lengthy lead. Minnesota racing veteran Dick Partington was starting to slowly reel in Turtle with 15 laps to go, as Chaska's Jeremy Wolff, running third, was closing in on Partington at a faster pace. 12 laps go, Wolff closed the gap and made the pass for second, and four laps later was moving in quickly on Turtle in a challenge for the lead. Laps ran out for the "Wolff" however as the "Turtle" was just too fast, giving Bryan the win, Jeremy crossing in second, with Bill Woodworth beating out Partington for a third place finish.

The Bomber division feature wrapped up the Mothers Day event, with a race filled with lots of passing for top positions throughout the pack of drivers. Minnetonka racer Ryan Varner took the early lead, with Tim Hollen of Richfield moving to second, passing third place driver Kyle Campbell of Belle Plaine with 18 laps to go. Hollen moved to the outside of the leader with 12 laps remaining, and tried multiple times to take the top spot as both drivers started to

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Martin DeFries photos

Dirty Talkin'



Kris McMartin

After three long weeks of rained out races a Saturday finally dawned bright and sunny. I was excited to see the sun shining and the temperatures rising making it a great day to take the family to the Cedar Lake Speedway (CLS) for the annual Bus Races.

The bus races are a special event that has been running out at CLS for several years and is a real treat for parents and kids alike. There are several schools in the area that build a "race bus" and race in two heat races and a feature. This year the class had 9 buses; this is the most I have seen in the several years that I have been attending this event.

The stands on both the front and back stretches were packed with both race fans and non-race fans, all awaiting the excitement that was sure to happen.

The schools that participated this year were Somerset, Osceola, Baldwin, Unity, New Richmond and first timers Hudson. These buses were driven by school shop teachers. The track had an additional 3 buses entered the Pepsi bus and two CLS buses, one driven by wild man Clay and another driven by one of the track owners. There were many students in attendance wearing their school colors and cheering for their school sponsored buses. While our school was not participating this year, the girls quickly chose a favorite for us to root for. It was decided immediately that we would be rooting for the New Richmond bus painted up to look like the Angry Birds game.

The feature race was fantastic. The drivers fully participated and went to great lengths including cheating in order to get their bus to the front. Not far into the feature race, the buses were battling three wide in turn one causing one bus to flip over. With the crowd electing to leave the wrecked bus laying on its side creating even more excitement as the other buses would now have to go low or high to get around the wreckage. These buses were beating and banging all around the track while the crowd went wild. At the end there were buses and wreckage strewn all over the

Let's Go Bus Racing



Stan Meissner photo

track with the new comers this year Hudson taking advantage of the rivalries and winning the race. We had a great night at the races with fabulous weather and even better was listening to my youngest daughter and my granddaughter telling everyone all about it in great detail on Sunday. While their favorite bus did not win, and was falling apart by the end, they are already asking about next year. If you have not attended this event it is a must add for the entire family in 2013.

continued from page 16

distance themselves from the rest of the group for the next several laps. Kenny Schug of Eden Prairie settled into third place around Campbell until 6 laps to go, when Minnetonka's Joey Prusak spun into the wall out of turn four bringing out a caution. During lane choice, most of the lead drivers chose to stay in the lower racing groove, leaving an opening up on top for Raceway Park 2011 Bomber Champion Justin Kotchever of Shakopee to move up closer for the restart. When racing resumed, once again Varner and Hollen pulled away in a side by side run, as Kotchever locked in third behind the lead battle. At the checkers, it was Varner just ahead of Hollen at the line, with Kotchever unable to better a third place finish.

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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, 1-1/4"x.095".....\$14.99
049-ALL22559.....3/4"-16 LH, 1-1/4"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 & 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-ALL56030.....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-ALL56038.....Std (Moog K6141).....\$45.99
049-ALL56042.....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
505-8287.....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, ea.\$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
921-9851-8510.....Wheel Bearing Kit, ea.\$19.99
921-9851-8502.....Dust Cap.....ea.\$8.99

CIRCLE TRACK WHEELS

IMCA D-Hole 15" x 8"
CNC spun form rim shell offers lower run-out than competitors. Specially-designed safety bead locks tire on rim, but makes tire mounting easier. Provides 10 additional square inches of brake cooling area. Includes IMCA decal and weigh 19 lbs.

125-580XXI.....15X8 Black.....\$56.99
125-580XXIS.....15X8 Silver.....\$56.99

IMCA D-Hole 15" x 8" Beadlock
Beadlock wheels are a standard 8-spoke in a silver or black powder coat or a chrome finish. Include outer rings & 1/2" head high grade bolts. Integrated mud cover dzus tabs formed into beadlock ring for 360° support & flush fit. Weigh 22.5 lbs.

125-580XXI.....15X8 Black.....\$113.99
125-580XXIS.....15X8 Silver.....\$113.99

Wide 5 Wheels with Armor Edge
Unique Armor Edge is an outer bead flange lip that adds extra strength to create a strong crush zone. Spun formed Wide 5 wheel uses a proprietary welding technique to increase strength.

125-585RXX.....15x8 Black/Silver.....\$79.99
125-585RXX.....15x10 Black/Silver.....\$90.99

LUG NUTS & STUDS

Large diameter open end lug nuts will not pull through the wheel. 5/pkg.

Single Sided 1" Hex Lug Nuts
555-65170.....7/16"-20, Steel.....\$4.99
555-65171.....1/2"-20, Steel.....\$4.99
555-65172.....12mm x 1.5, Steel.....\$4.99
555-65173.....3/8"-11, Steel.....\$4.99
555-65174.....3/8"-18, Steel.....\$4.99

555-65180.....5/8"-11, Aluminum.....\$9.99
555-65181.....5/8"-18, Aluminum.....\$11.99

Double Sided 1" Hex Lug Nuts
555-65175.....3/8"-11, Steel.....\$6.99
555-65185.....3/8"-18, Aluminum.....\$9.99

5/8" Racing Wheel Studs
Larger than stock wheel studs for racing applications. 0.690" knurl (use with 43/64" hole in axle flange or hub). 5 per pkg.

555-65150.....11, 2.75"L, .375" Knurl.....\$19.99
555-65151.....11, 2.75"L, .750" Knurl.....\$19.99
555-65152.....11, 3.75"L, .750" Knurl.....\$19.99
555-65155.....18, 2.75"L, .375" Knurl.....\$13.99
555-65156.....18, 2.75"L, .750" Knurl.....\$13.99