

THE MIDWEST RACING CONNECTION

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THE MIDWEST'S SHORT TRACK AUTO RACING AUTHORITY

May 26, 2011 Vol. 15, No. 3

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Two in a Row for Herbst and Walen



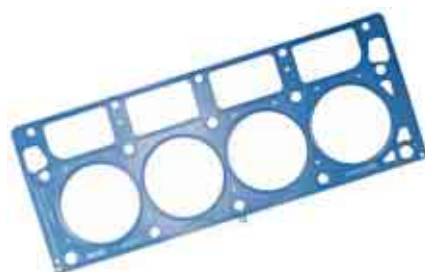
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Publisher's Note *Racing According to Plan*



Dan Plan

I recently had the opportunity to attend the Shakopee Downtown Partnership Association meeting at the request of Bryan Turtle. For those of you not familiar with Bryan, he and his dad have been avid race fans for many years, and have supported the racing industry in various forms. Everything from division sponsorship to sponsoring race cars. Bryan mentioned the association occasionally struggles for speaker topics at their meetings, and they were going to try something different for the May meeting. Raceway Park announcer Kevin Busse (who I have to add has been in his role for 16-consecutive years) was on the agenda to give a presentation on the history of racing in the Twin Cities area of Minnesota. While the topic of the meeting was enough to peak my interest in attending, a few other things were quite interesting once the presentation started.

Kevin obviously did his homework for his presentation, and it was nice to hear some of the events I was able to witness as a kid years ago, relived by somebody else who

Spreading the good word about Short Track Racing

was also attending races in the area years ago. It was also encouraging to hear Kevin mention his predecessors at Raceway Park, everyone from the late Stew Reamer, to the gentleman that preceded Kevin in his current role at Raceway Park, current Elko announcer Jimmy Burns. Although it would have been easy for Kevin to use the entire time allotted for self-promotion, it was refreshing to see a presentation that was beneficial to everyone in the area.

While I could go on for quite some time about all of the racing history that was discussed, or the racing memorabilia that was present during the meeting, there was one thing that I realized during this meeting; it is still important to get out and spread the word in person about our great sport. In this era of the Internet, and all of the "Tweeting" and Face Book posts that take place; talking face to face with people is still an important aspect of promoting any business. Sure, an Internet post or Tweet might satisfy the need for those that crave instant news, but these are people that typically already know about you, or your business. Making a presentation to a group of people that may not know about what goes on at your local track, might go a long way in bringing out new fans or potential advertisers. I might be totally out of line on my thinking here, but I still think there is value in actually talking to people, rather than communicating digitally.

After attending this meeting, and hearing some of Kevin's stories of days gone by, the evening had me thinking of one item that leads into my next topic. Kevin told the story of a young Mark Martin racing at Raceway Park back in the 1980's. This lead me to think about how lucky we are as short track fans in the upper-Midwest to witness some of the future stars of the sport, before they actually become stars. Mark Martin spent a lot of time racing in this area of the country with Artgo and ASA. Kenseth and Kulwicki first cut their teeth racing in Wisconsin. And, of course there is always Dick Trickle.

As much as people gripe about how the sport has changed, a lot of things are still the same. I can still hear LaCrosse Speedway flagman (and new Excalibur Operations Manager) Greg Oliver during an interview last year, saying "These are the good old days for the kids." You can still see drivers that are destined to be the stars of the future. If you were lucky enough to be at Cedar Lake's USA Nationals in 2007, there was a young kid named Austin Dillon being mentored by dirt Late Model veteran Dale McDowell. After running on dirt for a while and then showing promise in the K&N Pro Series, Austin is now a front runner on the Camping World Truck Series. Having a famous grandpa may have helped this kid get into a top

Kevin Busse addressing the Shakopee Business owners meeting



The Midwest

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Rick Blewett photo



short track ride, but one still has to perform to keep moving up. With his debut in the Nationwide Series this year driving for Kevin Harvick Inc., there's little doubt that Austin will continue to move up. Maybe, just maybe, we

Publisher's note continued on page 13

The Inside Dirt



Stan Meissner

The views expressed in this column are entirely the opinions of Stan Meissner and do not reflect the views of the Midwest Racing Connection, its writers, photographers or Editor. With that formality out of the way it's time to get feisty.

I set a record on May 21 but it's not the kind of record a racing writer should be proud of. During the twelve seasons I have written for MRC (1999-2010) my race count by the third weekend of May has averaged 5.7 per season but this year I have only attended one race during that same time period. Due to weather and family obligations this will be the second Inside Dirt column of the year that I have written without having attended a race. My philosophy has always been that I need to attend enough races to maintain my creditability and have something to offer you in this column. I went into this season knowing that I would be following a somewhat reduced schedule but rain and unexpected personal developments have cut further into my race attendance than I had anticipated. Read this column to the end to find out what adjustments I will be making to salvage my 2011 racing season.

Several tracks were able to squeeze a show in during the past couple of weeks. One of these shows was the Upper Midwest Sprint Car Series event at Chateau Raceway on Friday May 13. While some consider Friday the 13th being unlucky I don't think Andy Jones will agree with that superstition after his visit to the Chateau Raceway. Andy won his first ever Sprint Car Feature in only his tenth start on this traditionally unlucky night. I was not able to attend

and regret that I missed the opportunity to celebrate Andy's first victory in a Sprint. The following day, May 14, all racing in our area fell to rain but the weather was a moot point for me as I had already committed to a family gathering. I may have missed some great racing but I had the pleasure of giving my grandson a new bicycle and the look on his face was priceless.

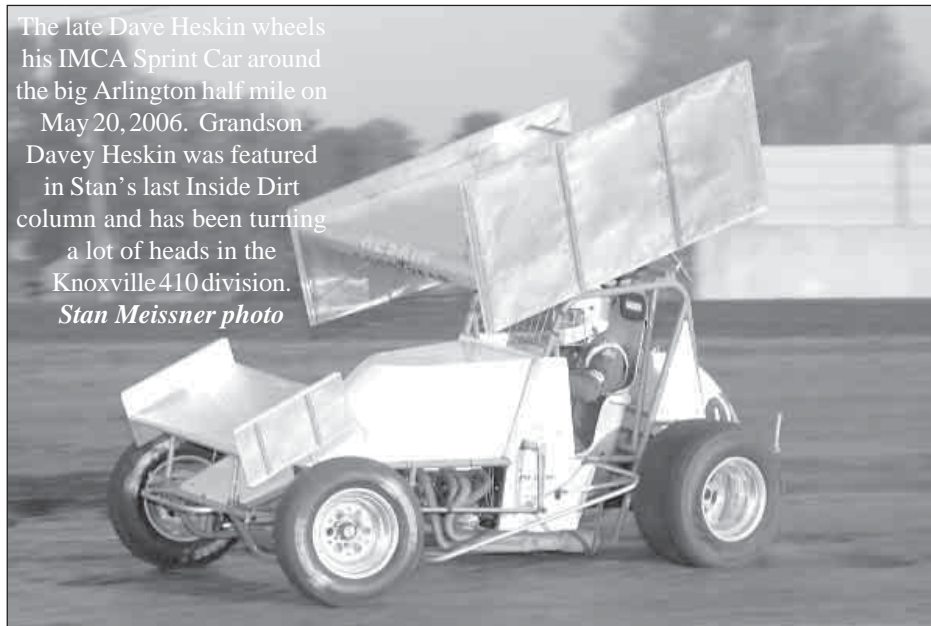
My next missed racing opportunity was on Friday May 20. Early in the week I was offered an opportunity to ride along with friends to the IRA show at Mississippi Thunder Speedway in Fountain City, Wisconsin. Promoters cite high fuel prices for fans and competitors as their reason for canceling scheduled special events days in advance. That's a great policy on their part that has saved fans and race teams much unnecessary travel. Unfortunately for the track and the Interstate Racing Association the event was canceled due to rain. I have heard a lot of good things about Mississippi Thunder but I guess I won't get to experience that first hand this season.

I was looking forward to a return to the Cedar Lake Speedway on Saturday May 21 when the IRA was scheduled to appear along with NASCAR Late Models. I don't think it's any secret that Cedar Lake has been one of my favorite destinations over the years. They have taken some flak for some of their business decisions but I think that week in and week out there isn't a better dirt track show in close proximity to the Twin Cities. The UMSS Traditional Sprints were slated to appear at CLS on this night and I was looking forward to seeing them for the first time. I was also looking forward to seeing some familiar faces and catching up with friends I have made at the track over the years. Unfortunately the weather that spoiled Friday night's IRA event overstayed its welcome and killed any chance of Saturday racing.

I might have scrambled to find another race to attend but that is no longer an option with gas hovering near \$4 per gallon. One friend who is a dedicated race chaser opted for the Loren Barstad Memorial race at I90 Speedway in Hartford, SD, when Cedar Lake rained out. The 600 mile round trip would have required a stay in a motel further adding to the expense. Pouring rains came as the Sprints lined up for hot laps. Husets, Redwood Falls, Kasson, Proctor and Eagle Valley all canceled their races on Sunday leaving no possibilities of salvaging a race out of the trip. Bless the hearts of the race chasers but 99% of the fans are families that attend races at their local track and are not of the "find a race at all costs" mindset. Without any workable racing options nearby on May 21 I decided to take my wife out to dinner and a movie instead of burning up gas looking for a race.

With no races to write about I decided to take a look back at some of the history of The Inside Dirt column. Ten years ago this weekend on May 19, 2001, I rode along with Duane and John Nelson to the Arlington Raceway. I don't remember who won or how even John's night went but I'll never forget slamming my hand in their truck door and being hopelessly trapped unable to free myself. It took Duane a few seemingly endless seconds to figure out why I was standing outside his truck making funny faces as I tried to spit out the words "open the door". Aside from a small blood blister on one knuckle and being a little sore

The late Dave Heskin wheels his IMCA Sprint Car around the big Arlington half mile on May 20, 2006. Grandson Davey Heskin was featured in Stan's last Inside Dirt column and has been turning a lot of heads in the Knoxville 410 division. *Stan Meissner photo*



the hand would be fine but the ego took some time to recover. Looking back on it that was one of the funniest things that happened to me while chasing races but I wasn't laughing at the time. Five years ago on this weekend I made another trip to the same destination, the Arlington Raceway. I always enjoyed visiting with Dave Heskin, a driver whose roots went back to the old North Starr Speedway that closed in 1979 and was still racing weekly at Arlington in 2006. Dave was the grandfather of Davey Heskin who raced to an eighth place finish in the 2010 50th Anniversary edition of the Knoxville Nationals. Davey is one of the up and coming young drivers in the sport of Sprint Car racing. Grandpa Dave has since passed away but his legacy lives on.

If you endured this entire column wondering what my change of plans is here's your answer. In 2009 I turned my attention to the newly formed UMSS and attended eleven of their races. The 2010 season saw me increase the total number of UMSS shows on my schedule to twenty one while helping out with their photo needs and producing an internet radio show called "Inside the UMSS". Unfortunately all good things must come to an end and my circumstances required a change of directions. A combination of high gas prices, road construction and family circumstances made the change necessary. The UMSS is a great series and the people involved are some of the best I have ever had the pleasure of working with so I encourage you to check out their races. Going forward this column will go back to covering all types of racing with the emphasis back on the Cedar Lake Speedway weekly program as well as some of their special events. As I mentioned in a previous issue freeway and light rail construction have made Friday travel more difficult making it an easy decision to focus on Saturday night racing. Think of me a prodigal son returning home to his roots and that pretty much describes how I'll feel during the coming weeks. Time marches on and things change so please bear with me as I reacquaint myself with new cars and drivers. This change does not mean that I won't be attending racing at other tracks occasionally as I plan on getting out and doing a little traveling whenever possible. I'm looking forward to seeing you at the races!

Notes:

During their 2009 inaugural season I attended 13 UMSS races and last season I was present at 21 of their events. It's definitely a series worth watching and I encourage fans to check out one of their races if you have not done so already.

The Inside Dirt continued on page 12



Most of the racing in the upper Midwest fell to rain on Saturday May 14. Our columnist Stan Meissner had other commitments that night much to the delight of his grandson Owen Zimmerman.

Stan Meissner photo

The Racing Geekby *Jordan Bianchi*

Jared C. Tilton/Getty Images for NASCAR

A Fairytale No More

It wasn't supposed to be like this for Trevor Bayne. Three months ago he was pulling into victory lane after pulling off one of the more improbable wins in the long history of the Daytona 500. The 20-year-old, driving for the legendary Wood Brothers, instantly became media darling thanks to his charming personality and photogenic smile.

At a time when opportunities for young drivers with little to no funding are almost nonexistent, Bayne's journey up the ladder to NASCAR's highest level was an arduous one. It was a story of perseverance and commitment. A story that harkened back to a seemingly simpler time in the sport, a time when talent and dedication was all a driver needed.

If there was ever a fairytale story in racing, Trevor Bayne winning the Daytona 500 in just his second series start was as close as they come. "This is so crazy," Bayne said after his shocking win. "I don't even know what to say. I almost feel undeserving."

Fast-forward to the present day, and the fairytale has turned into a nightmare. One that no one is really sure when it's going to end. Three weeks ago Bayne entered the Mayo Clinic to undergo tests for symptoms thought to be related to a spider bite. The hospital visit along with the continued side effects, which included double vision, has kept him out of a racecar for the last three weeks. Bayne was supposed to make his triumphant return to active competition in NASCAR's annual All-Star Race, as the non-points race showcasing the sports best, seemed like an ideal way for Bayne to make his comeback.

But after a midweek test session at Rockingham Speedway it was obvious to Roush Fenway officials, the team Bayne is contractually signed with, that he still has not completely recovered. As such his return has been pushed back. When exactly is still up in the air.

"He has been undergoing tests and out of his routine for almost a month now," said Roush Fenway president Steve Newmark. "With that disruption in his schedule, he has not been able to take part in our daily training activities and he's going to need a little more time to get acclimated to the strenuous demands of a NASCAR racing schedule."

"Obviously we would love to have him back out on the track, but we are not prepared to do that until we are sure that he's 100 percent. His symptoms have improved tremendously, but we're still not all the way back to where we want to be."

The hope is he'll be fit enough to return to his seat behind the wheel of the famed No. 21 Wood Brothers Ford for the Coca-Cola 600. But that's even in doubt. This fairytale needs a rewrite.

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Going in Circles



By Charlie Spry

The weekend of May 13-15 featured weather more suitable to a duck than racing fans, as we had rain over most of the state of Wisconsin most of the weekend. Only a very few tracks were able to get anything in at all. Of course, the weather was quite nice during the following week, only for the forecast to be more showers the following weekend.

Columbus 151 was able to get their Friday night show in on May 20, with a good group of eager racers ready to go. The layoff and predicted wet weather for the following day made the boys and girls pretty racy.

Present tonight in the late models was multi-time and multi-track champion Bobby Wilberg. Early in his career he had raced a fair amount at this track, but very little since the late 1980's. Being First Supply night at the track and given the fact that this establishment is one of his sponsors, he ran in what was probably his first weekly show in many years here. He did pretty well, finishing third in the late model feature behind winner Luke Hoffman, who took the lead from long time race leader Joel Soenksen. Mr. Soenksen took home the second finishing spot in what was a nice run for him. Ron Bishofberger had won the opening two features this season, but encountered a bit of difficulty, with a skirmish that did some cosmetic damage to his car, so he was not a factor tonight.

Tiffany Desjarlais had a good night in the late model division, winning both her heat and the semi-feature. This gives her three wins already in the young season. She looks to be running well this year and is driving well.

Nice to see Bob Kohn get the win in the Bandit feature. This is a first career for him, and he did it with some nice driving. Kale Peterman won the hobby stock feature in a good race with Andy Raley and Kyle Chwala. Phil Denikas showed his strength in winning the sportsman feature, while Dave Moore won his second Backup division feature of the year and Vern Brown won the Formula Indy car feature.

Late model veteran Andy Wendt made his first appearance of the year with a sharp looking car. "This car is the old Al Papini car that Rex Weston later drove. I bought a trailer and the car came with it. Last year everyone that raced this car wrecked it, so we will see what I can do tonight. I've totally reworked the car." Andy did pretty well with it, finishing the feature in seventh, and all this without nary a scratch.

Al Weishoff is racing his older late model, and is so far avoiding most of the bad luck that plagued him last year with his new car. It seemed like the new car was a target out there, and he feels comfortable right now racing with the older car which is "tougher."

Nice to see Ryan Oetzel present with his Bandit car. He normally races in the Backup division, but also ran his Bandit tonight. He is a good, clean driver that is running on a very limited budget, having fun. That is what it is all about.

Hobby Stock racer Billy Robinson now has a bit of a hike to get to the speedway. He recently moved from the Orfordville area, which was a fair drive south of the track to Necedah, which is a pretty long haul north. The car is still kept with family in Orfordville, so the driver and crew/car have to meet up for each race. Lots of mileage and gas cost, especially on a night such as this, where Billy was innocently caught up by a spinning car, cutting a tire in the feature and ending his night.

Young Tyler Aeschlimann continues to improve, racing in the hobby stock division. The crew found out that the camshaft had at least two lobes completely worn down. The car was running okay, but now it is like night and day. His lap times have improved dramatically, and he is driving well, seems well aware of his surroundings, and has a good attitude. Rookie Jerry Schwartz has been very impressive as well, and has already won a heat race this year. He may even be poised to get a feature win this season. This is an interesting division with a neat mix of veterans and rookies.

The racing has been excellent all year at Columbus, and usually the car counts increase throughout the year here as opposed to many others which see a decrease. Looking forward to a fun filled year of racing at Columbus.

On Sunday afternoon I took a short drive north to the Madison International Speedway for their season opener. Strong winds were blowing caps, trash, and small children throughout the stands, but they got the completed show in before storms hit. Many people probably appreciated the fact that they ran the late model and sportsman features first in order to be sure and get them in with the impending storms. A nice move.

This track really understands the concept of customer service and media relations. The Schmelzer family is always ready to greet everyone at the sign in area, and track media relations director John Wells always is sure to talk with me and others to make sure we have what we need. Nice job by all.

A good field of twenty-five late models were on hand, with all of the usual suspects of championship points contenders present such as Bobby Wilberg, Jeremy Miller, Zack Riddle, Scott Broughton and Steve Rubeck here. Young up-and-coming drivers such as Ty Majeski, Ryan

Goldade, Riddle, Casey Johnson and Tyler Kelley also will be in the thick of things if they run every week. Should be an interesting year.

Jeremy Miller took a gamble on a restart and chose the outside lane, making it pay off, as he gained a bunch of spots when others wouldn't take the chance. "It was early. I thought that if it works, great, but if it doesn't, maybe we'd just have to fall back and then get at them from the bottom," Said Miller in victory lane afterward. Steve Rubeck got around Scott Broughton to take second.

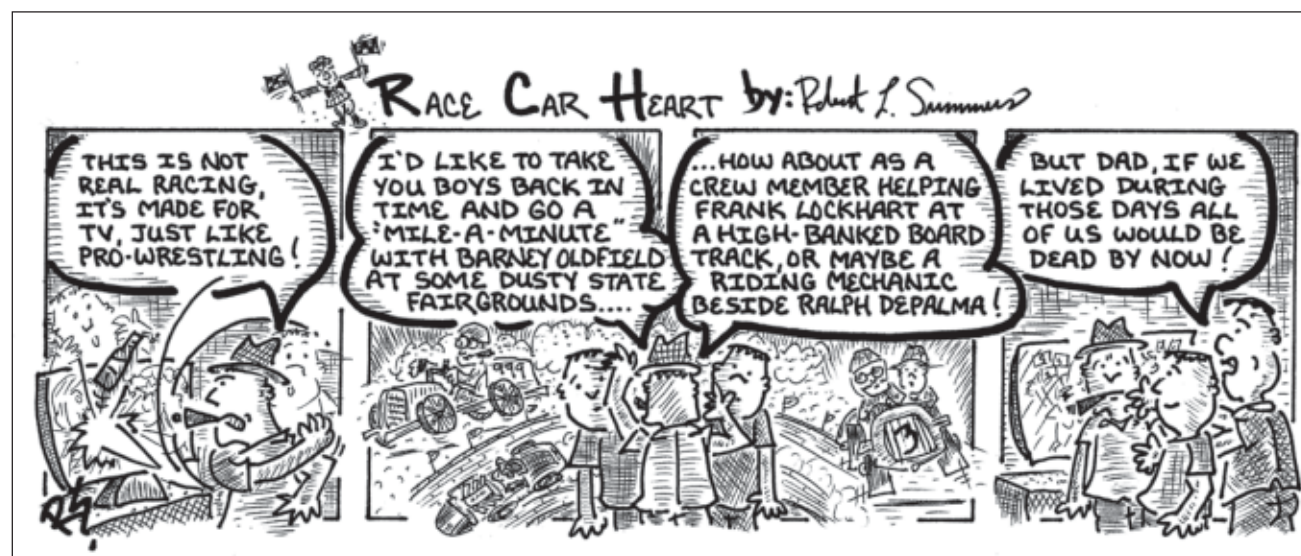
The sportsman feature was a strange affair, with weird things happening to the leaders. T.J. Goldade looked real strong with his Camaro, but spun while leading. During the caution, new leader Stephen Scheel pulled his El Camino into the infield with some apparent problem, out of the running. This gave the lead and ultimate win to fast timer Robert Hansberry Jr. Mike Taylor looked strong and drove smart to take second.

One of the new sportsman cars out today was a sharp looking turquoise '68 or '69 Chevelle that was wheeled by former Bandit racer Pat Richgels. The car owner reported that he found the car sitting beside a barn, and put it back together. "There is no danger of it being under weight," He laughed. The car is a former Frisch Racing Rockford sportsman car.

The Legends class was dominated by young Josh Morris, who is the current INEX Legends point leader in the young lions asphalt division. He hails all the way from Virginia, and is trying to find as many tracks to race at to gather more points. His impressive driving leads us all to see why he is the point leader. He made the clean sweep look very easy.

The Bandit class featured cars going all over the place, with one driver hitting his brakes at the start/finish line in an apparent setup attempt for the tough first turn. He was "helped" out of the way, with cars scattering. Kyle Stark drove to the win, with the usually dominant Chester Ace dropping out early. He also had troubles with his sportsman car, so it was not a good day for him.

Shortly after making the short drive home, the rain and storms hit in earnest. Perfect timing.



Auto Racing Facts, Observances and Opinions



Dale P. Danielski

Talking about the weather is common in striking up a conversation. But when it's bad weather, like it's been here for a number of race events we've tried to attend it's like, "Enough already, I don't want to hear it anymore!" But of course if it would get to being even close to normal for this time of year we wouldn't be now would we.

The two ASA Midwest Tour events held thus far have certainly been affected adversely by the weather. The nice sunny skies we've witnessed at both shows have unfortunately been accompanied by 30 mile an hour winds! That was the case here at Wisconsin International Raceway Sunday afternoon May 15th for the running of the Dixieland 100 on it's new, earlier scheduled date. The show did however go on.

Highlight of the day was seeing Tim Schendel finally get a

win in the feature event after 11 years of trying! With a fast car and a good starting spot, all Schendel had to do was drive it to the front which he did about half-way through the main. Skylar Holzhausen appeared to have things well in hand but a broken brake line ended his day and opened the door for Schendel's momentous win. Ross Kenseth had a fast car also but he was no match for Schendel crossing the finish line 2nd after 100 laps 20 car lengths behind. The suddenly invigorated Andrew Morrissey placed 3rd right on Kenseth's bumper. Nate Haseleu, Nick Panitzke, Jacob Goede, Jeff Van Oudenhoven, Steve Carlson, Travis Sauter and Chris Wimmer rounded out the top 10 finishers.

An 8th place finish for Carlson is not usually noteworthy, but it is in this case as Steve was the 2nd slowest qualifier on the day and forced to use a provisional starting position in the feature for the first time ever in this series! Certainly Carlson will iron out the bugs on his new car and score wins and podium finishes down the road.

Morrissey's 3rd place finish was on the heels of his setting quick qualifying time on the day of the 34 racing machines on hand. His increased speed and consistency have also found him 2nd in points only three behind that other fast and consistent racer Kenseth heading into the next event June 4th at Grundy County Speedway in Morris, Ill.

Chris Marek and Bobby Wilberg are each batting 1,000 as they picked up their second ASA Tour wins in the Sportsman and Truck Divisions respectively. Both have also been getting the work done in very convincing fashion as well. Is it time to post a bounty to beat them?

Here and there...Interesting to note that besides Carlson

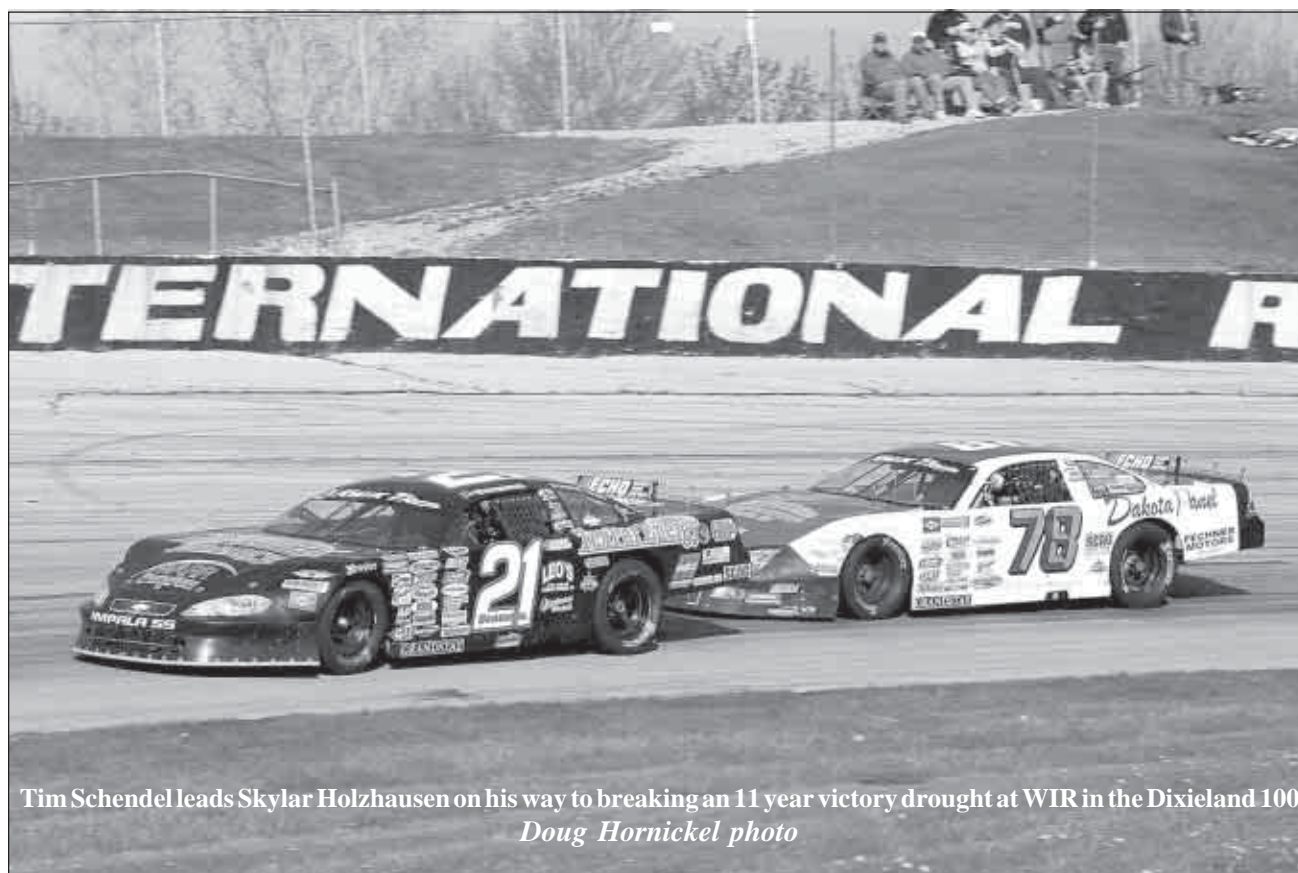
Dale's Picture from the past



Speaking of haulers they were pretty unique back in the day. How about this one of famed car owner in Wisconsin's Fox Valley, Crooks Schultz. We know on this day in 1974 Bobby Wawak drove the Camaro at WIR to a win in the 3rd heat race.

Jon Eilen Bryan Reffner and Wimmer all failed to make the race on time. Unlike Carlson, the three did get in via the last chance race however...Frank Kreyer was at the La Crosse Fairgrounds Speedway on a recent Saturday (The show was rained out of course) shaking down one of the 6 cars he will have at his disposal in 2011. Yes, you read that right, 6 race cars to tackle the 2011 season. Kreyer has teamed up with Wes Coon and a number of different drivers will be competing at various events throughout Wisconsin as well as in some CRA sanctioned events. According to Frank who will contest the entire campaign at Wisconsin International Raceway it was time to incorporate their ideas into the race cars starting from the ground floor. "We just decided rather than constantly changing things we thought would work better on other builders chassis' we'd do our own. It was a busy winter for sure in the shop getting everything ready!"...As mentioned earlier, La Crosse Fairgrounds was rained out for the second time in four tries. Qualifying was in the books when the monsoon rains and wind hit...Todd Korish although not happy was at least glad the show didn't go on...he blew his engine in hot laps!...With all the big rigs getting teams from race to race it was interesting to see what Tommy Pecaro used to get to WIR for the ASA race. Can you guess? No you can't as it was a 1986 Chevrolet ½ ton pick-up truck with a topper for protection and an open trailer. He didn't make the feature event but he made it to the show like everyone else did, and probably spent a lot less on fuel!...Sad to hear of the passing of Rich Somers. Somers got his career started in the late '50s and raced for over 30 years. Rich had health problems for awhile, but remained busy restoring his original Thunder Pony Mustang, his favorite and winningest car. Unfortunately his calling came before he could finish that project. It is hoped that someone will step in and complete the restoration and we'll be able to enjoy seeing its appearance at numerous venues down the road. Somers was 71...Quote of the column from Steve Carlson after his poor qualifying effort at WIR, "I've definitely dug myself a hole haven't I."...

Questions, comments, opinions and other information welcome at Starmaker Multimedia 967 10th Ave N Ste A, Onalaska, WI 54650 608-783-5827 or at dale@starmakermultimedia.com



Tim Schendel leads Skylar Holzhausen on his way to breaking an 11 year victory drought at WIR in the Dixieland 100
Doug Hornickel photo



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Meet Driver X



Jimmy Ambruoso photo

JON REYNOLDS JR.

How did you get your start in racing?

I grew up with my dad racing since 1980. I worked on his race cars and when I got old enough, I started working on other people's race cars. Later, I started being the crew chief for some teams, and then finally I got enough money together to buy my own car.

How long have you been racing?

My first full season was in 2005. We ran a handful of races a couple years prior to get my feet wet. I was still the crew chief for other teams that were traveling around the country. In 2005 we started focusing on racing weekly, and that's what we've been doing ever since.

What has been your favorite moment in racing at this point in your career?

My favorite moment would have to be winning the National Short Track Championships at Rockford. We've actually won it two out of the last three years. I would say that's the biggest win we've had.

In addition to racing at Rockford, you are also running at Slinger Super Speedway, correct?

Yeah, my dad owns the Super Late, so I drive for him on Sunday nights at Slinger. We just started racing that car. We ran a handful of races last year and actually, a handful two years ago getting our feet wet in that deal. This year we are planning on running a full season at Slinger. I think we are actually getting close to our first Super Late Model win.

Are there some events, such as the National Short

Track Championships, where you run both cars in the same night?

We take both cars to Rockford for the Short Track Championships. This year we'll probably take both cars to Oktoberfest and run with the Super Lates and the Limited Lates. At Slinger, there have been a couple times where we have had both cars there. Usually a couple times a year we can run both cars.

From the stands, the cars look quite similar. Do you have to make any adjustments as a driver when you hop between the two types of cars?

They do look similar, but the Super Lates are quite a bit faster. The competition is so much different in the Super Late. Like everything else in life, when you go to the next level, it gets that much harder. I don't know, I wouldn't say there is too much of a difference from car to car as adjustments go, but the Super Lates sure are fun to drive.

Do you plan on doing any other traveling this year in addition to running weekly at Rockford and Slinger?

We plan on running the Big-8 Series as of right now, unless there are any conflicts. The way it looks right now, we'll be able to run all of the races. Unfortunately, we had a tough day at the opening race at Rockford. We finished about last with a wreck. We'll go to Columbus for the Memorial Day Big-8 race and hopefully get some points back.

Do you think running some of the touring series races helps with your weekly program?

I think so. You have to run different setups at each track, and you never know if one setup change at one

track might help you at another track. I would say that it definitely helps, plus it's more time on the tire that we race in the Big-8 and Rockford. Every time you're in the race car, you're learning something.

What are your goals for this season?

The sky is the limit. I want to win the championship at Rockford and there's no reason right now that we can't win it at Slinger either. We definitely would like to win two Super Late races this year, and then win the Rockford championship. That would make a great year.



Jimmy Ambruoso photo

THE MIDWEST RACING CONNECTION

Photo Gallery



Mike Wilson in his vintage hot rod at Cedar Lake
Vince Peterson photo



Short Tracker winner Todd Kamish
Martin DeFries photo



Truckin' down the backstretch at WIR
Tom Johnson photo



Two in a row for J. Herbst at LaCrosse Fairgrounds Speedway
Bruce Nuttleman photo



Roadrunner action at Rockford Speedway
Jimmy Ambruoso photo



Midwest Modified winner Josh Bazey
Vince Peterson photo

THE MIDWEST RACING CONNECTION

Photo Gallery



WIR ASA Midwest Sportsman Tour winner Chris "Cruiser" Marek
Tom Johnson photo



Cedar Lake Pro Stock winner Dave Maas
Vince Peterson photo



Rockford Sportsman winner Matt Lundberg
Jimmy Ambruoso photo



Another win for Jimmy Gilster at LaCrosse Fairgrounds Speedway
Bruce Nuttleman photo



UMSS winner Andy Jones
Rick Blewett photo



Two in a row for Chad Walen at Raceway Park
Martin Defries photo

The Inside Dirt from page 4

Everyone familiar with the Kouba family should pick up a copy of the June 2011 issue of the Sprint Car Magazine Flat Out Illustrated that features an article about the Kouba family.

Fans (and racing writers) have been frustrated by our recent run of cool, wet weather but have you ever stopped to think about the effect it's having on traveling racing teams? Brooke Tatnell's week started out with a brake job on the truck, a nail in a tire on the way to Attica (Ohio Outlaw race) that forced the team to turn around and head towards the IRA race at Fountain City. When Fountain City was rained out they set their sights on Knoxville which was also rained out as was Cedar Lake's IRA show. That's an expensive sight seeing tour that is typical of what the racers have been dealing with this season.

Scott Broty is one of the drivers Stan Meissner watched on his finger smashing excursion to the Arlington Raceway on May 19, 2001. Broty is currently racing with the UMSS where he is fifth in the point standings after two outings.



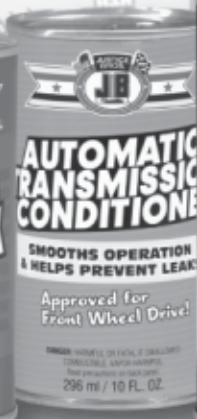
Stan Meissner has decided to concentrate his efforts on the Cedar Lake Cedar Lake Speedway. Meissner says that he feels like a prodigal son and is looking forward to seeing the friends he left behind while he was out chasing the UMSS. In this April 18, 2009, photo Jerry "Jimmy" Zimmer was decked out in his bibs to honor the memory of Dave "Navy Davy" Trauttmiller.

Stan Meissner photos



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Publishers note from page 3

will soon see a black 3 in Cup or Nationwide races. Anybody want to bet on that one?

Another up and coming driver that is racing in the area also has close ties to NASCAR and is making the most of his efforts. If you were able to watch some of the Big-8 races two years ago, or any of the ASA Midwest Tour races the past year and a half, you've been lucky enough to see Ross Kenseth run with some of the best drivers in the nation. Far too often these days, young drivers are catapulted into the next series, without proving they have earned it. In this particular case, Ross has proved he can run with (and beat) some of the best. It's just a matter of time until Ross is one of the drivers we've had a chance to watch in person, before they started racing on TV.

On a more local level for me, we've been able to watch the steady progression of people like the Kamish kids or somebody like Adam Oxborough at Raceway Park. With the Oxborough family name part of the racing history in our area, it had been a while since the name appeared in the race results, until last year. I think it would be fair to say there was a bit of a learning curve last year. This year, things are looking better. The Oxborough fan club at Raceway Park brings a large contingent each week, and knows how to make some noise when their driver is on the track. Whether your grandpa is Richard Childress, or your last name is Dillon, Kenseth, Kamish or Oxborough, doesn't matter to us here at MRC. If you're out there putting on a good show, and improving each year, that is what keeps us coming back each weekend.

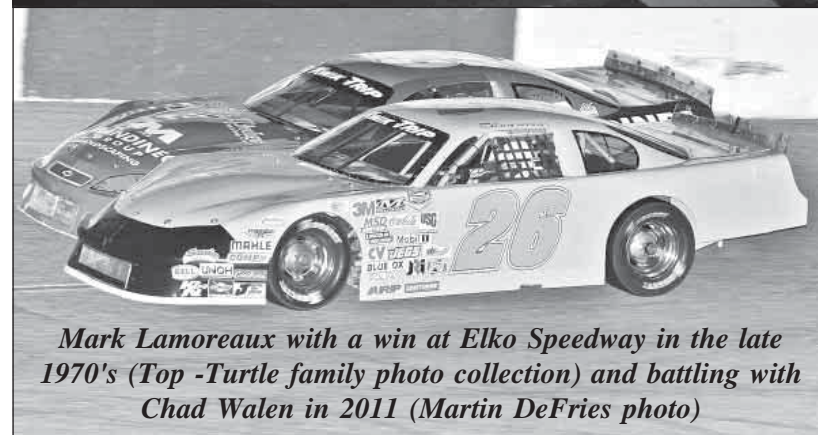
Miscellaneous News and Notes;

While I mentioned previously the importance of talking to people in person, Cedar Lake Speedway recently conducted a very successful "Digital Only" communication. A few weeks ago, the annual Cedar Lake Speedway Bus Races were rained out on Saturday evening. With a pre-scheduled rain date that would have impacted the scheduling of the inaugural Triple Crown event, the staff at CLS went ahead and rescheduled the event for the next night. The communication method for the rescheduled event focused on utilizing the Internet. When the majority of your audience for the night is high-school students, this is a great tool. The test worked, and the show went on the next day with a large crowd on hand. While I obviously have a biased opinion on embracing the traditional media formats of TV, Radio and Newsprint, based on the first hand reports and photos I have seen of the crowd, I would

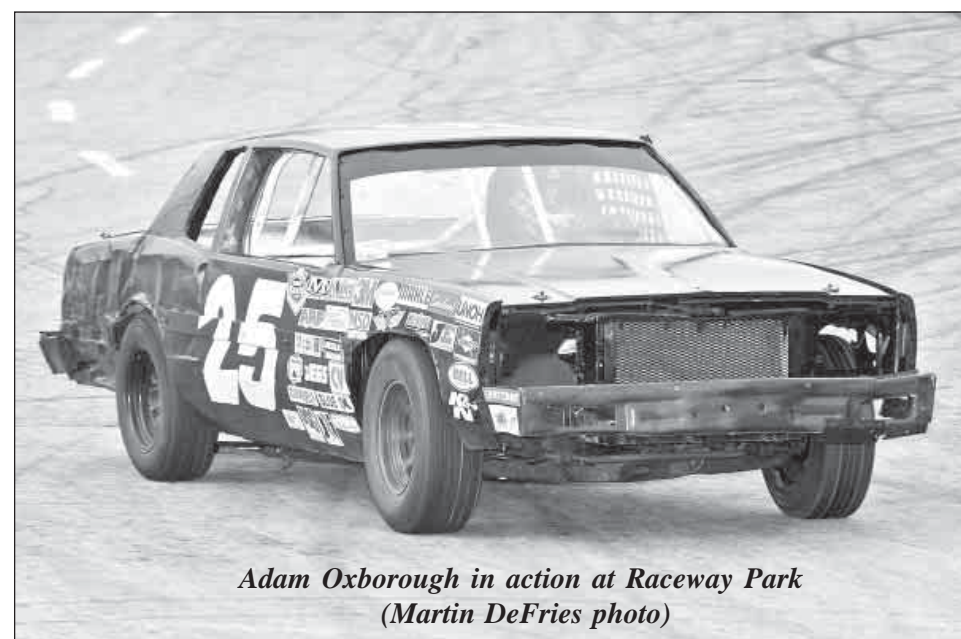
have to agree that this was a successful test of notifying people electronically, especially a younger crowd.

This column was started talking about the history of racing in Minnesota. One of the guys that have been a part of the show for many years had a rather successful opening to the 2011 season. Mark Lamoreaux recently celebrated the first anniversary of his 59th birthday with a strong debut at Raceway Park. Lamoreaux nearly edged out Donny Ruevers in their heat race, and then led may laps in the feature race before being over taken by Chad Walen. We also mentioned in this column the stars of tomorrow, but the stars of yesterday are showing they still have some fight left in them.

We were able to take in our second weekly show at LaCrosse Fairgrounds Speedway this year, due to several rainouts closer to home. While the drive is just a bit over two hours, it is made more enjoyable by being able to check out Dan Diecher's new radio show, and finishing up the final hour of the drive with the dynamic duo of Joe and Jacklyn live from the track. Our trip to West Salem gave us an opportunity to pitch our latest idea to a couple of drivers at LaCrosse. We've come up with the idea to keep a separate point tally between Gilster Brothers at LaCrosse and the Kane Brothers at Elko and Raceway. The Gilsters have two brothers racing, and the Kanes have two nights each week to race. The formula for the championship winner will have the point score based on feature finishes, from the best 15 events. The tie-breaker will be a match race in the Friday Night Street Drags with their race cars. Is anybody else interested in seeing this actually happen?



Mark Lamoreaux with a win at Elko Speedway in the late 1970's (Top -Turtle family photo collection) and battling with Chad Walen in 2011 (Martin DeFries photo)



Adam Oxborough in action at Raceway Park (Martin DeFries photo)

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Andy Jones Races To First Career Sprint Car Feature Win

By: Greg Parent

Friday the 13th can be an unlucky day for some, but on Friday night May 13 at the Chateau Raceway for young Andy Jones from Princeton, it proved to be a fortunate and memorable evening of Upper Midwest Sprintcar Series (UMSS) racing action. Race fans know that on any given night, they can witness history being made. Such was the case for those hearty fans who braved the cool and windy conditions to watch modified and sprint car racer Andy Jones, making just his tenth career sprint car start in his second season, race to a thrilling feature victory over a strong field of 20 cars to earn the \$1,000 top prize.

Commenting after his initial sprint car feature triumph, a jubilant Andy Jones stated "This is awesome! To win in only my tenth start against a strong field like this is really cool. It was a blast to win a Challenge race last week, and now to get my first feature win is sweet. Thanks to my car owners, my sponsors and my crew." Jones passed early leader and 2010 UMSS Champion Cody Hahn on lap five and held off Chris Graf and Jerry Richert, Jr. for the win. With the usual double round of UMSS qualifying races in the books, high point driver Brad Barickman drew the #6 pill for the feature invert. A couple of young guns, Cody Hahn and Andy Jones, found themselves on the front row

for the 20 lap UMSS feature event. On the initial start, Jesse Smith got upside down off of turn two and the race was under the red flag immediately. Smith was okay but out of the race. When the race went green on the second attempt, Cody Hahn bolted into the lead with Jones, fifth starter Graf, and fourth starter Richert in close pursuit. Just five laps into the race, the leaders caught up to lapped traffic on the 1/3 mile semi-banked oval. Jones got around Hahn for the lead and shortly thereafter Richert, who had slipped under Graf for third on lap two, moved by Hahn for second. The caution blinked on for a spin in turn two by rookie driver Mark Yetter with six laps scored. On the restart, third place runner Cody Hahn slipped off turn two and stalled to bring out a quick yellow and a trip to the tail end of the field.

A swift two laps after the green replaced the yellow saw Graf move to second ahead of Richert with Brad Barickman and Billy Johnson in the top five. Johnson moved to fourth a lap later and with nine laps in the yellow waved again for a spin in turn two by 2010 UMSS Rookie of the Year Jared Goerges. At the halfway mark, under the green once again, it was Jones, Graf, Johnson, Richert and Alan Gilbertson occupying the first five spots. Another caution after twelve laps when the cars of Danny Lee and John Franzen got turned around in turn two had Jones still leading over Graf,

Richert, Gilbertson and Scott Broty. Billy Johnson had slipped back several spots with an off-track excursion in turns one and two. The final caution of the race flew for a Danny Lee spin with fourteen laps completed. The top four remained the same, but Barickman had moved past Broty for fifth.

During the final six lap green flag sprint to the checkers, Jones made the right decision to move down one lane off the cushion and was able to hold off Graf and Richert. Gilbertson beat Barickman by a nose for fourth. Rounding out the top ten finishers were Jimmy Kouba, Broty, Hahn, Johnny Parsons III, and Goerges. Andy Jones earned an extra \$200 feature winner bonus from GRP Motorsports, an additional \$100 Retro Rookie bonus from GRP, and a free rear Hoosier racing tire. Jimmy Kouba took home the \$100 GRP Hardcharger Award, advancing six positions from his 12th starting spot. Cody Hahn, by virtue of a top ten finish, earned the \$100 GRP Past Champions bonus. In the battle for the 2011 GRP Motorsports/BP Trading Company Rookie of the Year Award, Chad Patterson bested Charly Cropp and Mark Yetter. Patterson finished fourteenth while Yetter and Cropp failed to finish the feature race. Drivers from Minnesota, Wisconsin, Iowa and Wyoming comprised a solid 20 car field with all 20 cars able to take the green flag for the main event.



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Herbst Takes Advantage of Restart

By: Ashley Iwanski

J. Herbst used a double file restart with five laps to go to win the Kwik Trip NASCAR Late Model feature Saturday night at La Crosse Fairgrounds Speedway.

Jerimy Wagner started on the pole, and on the first lap Matthew Henderson went spinning into the infield on the backstretch. There was no caution, but Wagner was able to open a ten car length gap between himself and the rest of the field.

On lap five Steve Carlson took the second position from Troy Rave. Within five laps Carlson had closed the gap between him and Wagner. The leaders then caught lap traffic, slowing down Wagner and allowing Carlson to take over the lead. Over the next ten laps Carlson ran away with the lead while Rave, Wagner and Brent Kirchner battled for the second spot.

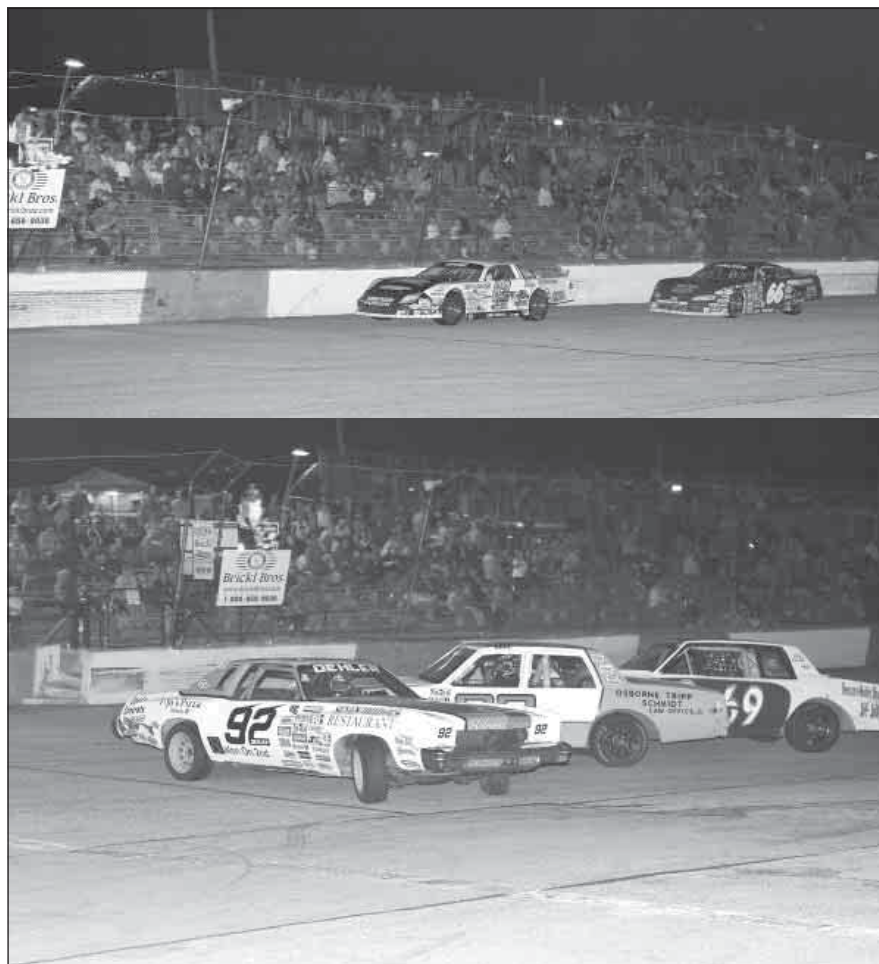
With five laps to go a caution came out when Brian Lee spun in the middle of turn three and four. Carlson kept the lead on the double file restart and the next four cars stuck to the inside. Herbst, who started in the middle of the pack, took advantage and was the first car to go to the outside. When the cars exited turn four for the restart Herbst jumped into the lead and passed Carlson before the field reached turn one. "The timing on the restart was just luck," Herbst said. "I couldn't do that two weeks in a row." Carlson wasn't able to catch Herbst and finished second, followed by Shawn Pfaff, Kirchner and Todd Korish.

Jimmy Gilster won the caution-free North Country Contractors Sportsmen division after starting seventh. He quickly made his way to the front to let the rest of the pack battle for second. Greg Scheck was able to hang on to a

second place finish and Matt Inglett followed in third. Behind them Randy Humfeld and Dan Gilster were door handle to door handle for fourth. After laps of trading paint and track positions Humfeld led Dan Gilster across the finish line.

Chad Oehler won his first feature race in the United Auto Supply Thunderstox division. Oehler started on the outside of row one and held on through 15 laps of beating and banging to cross the finish line first. Oehler was followed by rookie of the year contender David Cavin. Jordan Myers, who is leading the rookie of the year contenders in points, finished third.

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



J. Herbst leads Steve Carlson to the checkered flag (top photo). The wild finish to the Thunderstox main event at LaCrosse Fairgrounds Speedway.

Bruce Nuttleman photos

Large Crowd for School Bus Night at Cedar Lake Speedway (Rare Sunday Show A Night of Firsts for Bazey and Mass)

By: Greg Parent

Following a rain out on Saturday night, the Cedar Lake Speedway hosted the 7th Annual School Bus Race Night. This yearly May tradition is very popular with the local area high school students, as teachers from six area schools participated in a series of bus races during the evening. With a large crowd on hand for a rare Sunday night race program at CLS, the NASCAR Pro Stocks and Midwest Modifieds were also part of the event in addition to the NVRA vintage cars. The Sunday evening program also proved to be a night of firsts for a couple of drivers. Josh Bazey from Luck, WI recorded his first-ever Cedar Lake Speedway feature victory in the Midwest Modified division in what proved to be an outstanding race. Although Dave Mass from Brainerd, MN has won feature races at Cedar Lake Speedway in the past, Mass had never driven to victory in the Pro Stock (Super Stock) division at the popular 3/8 mile western Wisconsin dirt oval until tonight.

With many fans on hand to watch the popular School Bus Race Night, a total of seven buses were ready to do battle. Six of them were driven by local high school teachers while the final bus was piloted by "Wildman" Clay Gallagher. The local area schools paint and prepare their buses ahead of time in pursuit of a championship title. The New Richmond High School bus driven by Ken Bessac topped the Amery bus driven by Jason Goucker in the first heat. On the

opening lap of the second heat, the Amery bus rolled over entering turn three after contact with another bus. Jason Goucker was okay and quickly hopped into the Cedar Lake bus driven by Clay Gallagher. The powerful Osceola High School bus driven by veteran bus racer Brian Meyer went on to record the win in the second heat followed by the Somerset High School bus with Eric Olson behind the wheel. In the main event for the school buses, the New Richmond High School bus prevailed in the 12-lap bump-and-bang feature followed by the Somerset High School bus, Osceola High School bus, Baldwin-Woodville bus driven by Kyle Miller, and the Unity High School bus with Andy Beaver behind the wheel. The Amery High School makeshift CLS bus dropped out of the race while the "Wildman" attempted unsuccessfully to roll the second CLS bus. The local New Richmond High School earned bragging rights until next year to round out an entertaining evening.

A 32 car NASCAR Midwest Modified field saw 2009 track champion Jason Vandekamp, Eric Herbison and Josh Bazey take the top spots in each of the 10 lap heat races. Kevin Marlette won the 12 lap B Main, setting the stage for the 24 car feature event for what would prove to be 20 exciting laps. Josh Bazey and Ryan Olson brought the field to the green, but the yellow blinked on for a spin in turn one by Zach Stewart. A complete restart was in order, and Bazey bolted into the early lead over Olson, Tony Schill and Mike

Kyllonen. Another caution for a car slowing in turn four slowed the pace with two laps in. Bazey continued to lead Olson, as the two ran close together.

When the third caution flew for a spin by Andy Nelson with 8 laps scored, Bazey and Olson were still battling for the lead with Robbie Franklin, Scott Splittstoesser and Vandekamp swapping the 3-5 positions. A ten lap green flag run saw things get very interesting up front, as 10th starter Vandekamp worked his way forward to third behind the leaders and closed in. With a great three car battle for the lead lap after lap, the crowd's attention was focused up front. Several times Olson made a bid for the lead that would come up just short with Vandekamp in the mix too. Just as the three lead cars exited turn four to take the white flag, Kyle Matuska looped his car in turn two. This set the stage for a thrilling two lap dash to the checkers. Once again Olson looked to duck under Bazey on each of the final two circuits, but the young Luck, WI driver held firm up top on the cushion and Olson ran him clean. Josh Bazey went on to record his very first Midwest Modified feature win at the Cedar Lake Speedway, and the third over all in his career. Olson settled for a close second just ahead of Vandekamp. Robbie Franklin finished fourth and young Jordan Hessler grabbed the fifth spot on the final lap. A

continued on page 17

Sargent's Strong Start Continues with Gilley's Win as Leaders Falter at Rockford

By Jordan Kuehne

Tim Sargent bucked the trend; he's been doing that a lot lately. The defending Stanley Steemer NASCAR Late Models champion surged to the front of the 30-lap main event with a daring maneuver on young Michael Bilderback, taking over the top spot with 15 laps remaining and surviving heavy lapped traffic to grab his second straight win. On a night when leaders faltered in every feature event, Sargent stood strong out front en route to the victory in the first round of the Gilley's Cool 5 Series, a cash-laden competition that pits every driver in each division against each other five times — once a month — before determining a champion at the 46th National Short Track Championships.

BJ Sparkman continued the remarkable start to his 2011 Budweiser American Short Trackers campaign with his third feature win in as many nights while Matt Lundberg took advantage of Doug Bennett's misfortune to earn a trip to victory lane in the Bargain Hunter Sportsman. Another driver off to a strong start, Alex Papini, pushed through a 25 car Mtn Dew RoadRunners field and into the winner's circle for the second time this season as contenders continued to emerge on the high banks.



Jimmy Ambruoso photo

Walen & Heitz Get Sweeps at RWP Sunday Night

By Mick Anderson

When Chad Walen finished second in the NASCAR Whelen All-American Series Super Late Model point standings in 2010 at Raceway Park he became even more determined to win the track championship in 2011. Judging by the results of the first two events of the season he just may do that. For the second week in a row Walen set fast time, won his heat and the 30 lap feature.

Jason Heitz has similar aspirations in the Arizona's at Canterbury Inn Mini Stocks Division. Like Walen he won his heat and feature Sunday night.

In Turtle's Bar and Grill Figure 8 action John Lebens won his second feature of the year and 2010 Track Champ Ricky Martin made his first trip to Victory Lane in 2011. When the 25-lap Hobby Stock feature got started the 16-car

field looked stout and race ready. Before it was over though, a record 7 cars dropped out due to mechanical problems including 2010 track champ Brent Kane. Doug Brown, starting 4th in the field won his first ever feature at RWP.

Justin Kotchevar had a good night in the Impact Printing Bombers with a feature win and a second place finish in his heat. Todd Kamish topped a 12-car field with his first feature win of the season in the Coca Cola Short Trackers.



Martin DeFries photos

ASAMT DIXIELAND WRAP-UP NOTES

By Kari Shear-Carlson

Event number two is in the books for the American Speed Association® Kwik Trip Midwest Tour presented by ECHO Outdoor Power Equipment and GrandStay Hospitality. Tim Schendel, Chris Marek, and Bobby Wilberg each claimed victories at Wisconsin International Raceway on Sunday afternoon.

SCHENDEL HAPPY TO RETURN TO VICTORY LANE

Tim Schendel was starting to miss victory lane, having not been there since his 2010 victory at Dells Raceway Park. Schendel started in sixth and methodically made his way to front. He caught and passed Skylar Holzhausen who looked like he was going to be the dominant car of the day. Schendel continued to increase his lead over the field and took the checkered flag. "I've raced at this track for 11 years and never won!" exclaimed Schendel from victory lane.

ASAMT MIDWEST TOURING STARS

For the second time, the high level of competition in the ASAMT was proven. Touring Stars, Jacob Goede, Steve Carlson, Chris Wimmer, and Jonathan Eilen were unsuccessful in qualifying into the top 18 of the main event. Three of the four raced their way in through the last chance event, while Carlson had to settle for his first ever provisional since racing in the ASAMT. Nine of the top ten in qualifying were Touring Stars and eight of the top ten in the final event were Touring Stars. Goede, Wimmer, and

Carlson all rallied back from their starting positions, finishing fifth, eighth, and tenth respectively.

MORRISSEY ON A ROLL

One of the most notable drivers in the first two events of the season is the #39 of Andrew Morrissey. After a very up and down season last year, Morrissey has been strong and consistent. He finished in the third spot for both races and qualified in the top spot for last Sunday's event. He currently sits second in the point standings only 3 points behind Ross Kenseth, as the ASAMT heads to Grundy County Speedway on June 3rd.

BOBBY WILBERG REMAINS UNDEFEATED

Bobby Wilberg continued his winning streak in his #19 Lefthander Chassis truck. Wilber is undefeated, winning the 2010 Oktoberfest event and the first two events in 2011. After the ASA Midwest Scag Truck Tour took the green, team trucks driven by last year's champion, Jerry Wood and the #3 of Andy Monday made contact coming out of turn four to complete the first lap, sending both of them to the pit area for repairs. Both were able to return, but unfortunately Wood was in and out of the pits leading to an 11th place finish. By lap seven a battle was heating up for the lead between the #88 of Rick Corso, Wilberg and Austin Luedtke. Wilberg got the top spot but Luedtke was able to close in on Wilberg in the last five laps. Wilberg, however, held on for his third consecutive win. "Great job by Lefthander. They work really hard and this is a great

series to race in," said a happy Wilberg from victory lane.

CHRIS MAREK CONTINUES TO DOMINATE

Last year's Sportsman Tour Champion, Chris Marek continues to dominate the ASA Midwest Sunoco Sportsman Tour, winning the first two events of the season. By lap five, Marek had a straight-away lead over the rest of the field. Meanwhile a little ways back, a four-way battle ensued for the third spot and positions five through eight were bunched up. With 15 laps to go, it looked like the #6 of Jason Thoma was catching Marek but he just did not have enough time to seal the deal. It was Marek, Thoma, Null, Hauser and Nason in the top-five. After the race, Marek said, "This is a really goofy track, but a lot of fun!"

GENEROSITY FROM THE ASAMT FAMILY

Halle Meidam, daughter of WIR late model driver John Meidam was diagnosed with a very rare brain cancer in February. Her surgery and treatments have been done both locally and in a specialized center in Boston, MA. The Fox River Racing Club has been taking donations to assist the Meidam family. Sunday afternoon, the generosity carried over from the ASAMT family. The winner of the 50/50 raffle gave all of the money back to "Hope for Halle," as well as announcer, Matt Panure donating his day's pay as well. This is just more proof that racing is "family."

Cedar Lake continued from page 15

close finish for sixth saw official scoring award the position to Dan Wheeler over Scott Splittstoesser. Rounding out the top ten were Schill, Herbison, and Dave Siercks. A strong field of 21 NASCAR Pro Stocks survived a couple of heat races, which were won by Shawn Nolan and Adam Ayotte, and all 21 cars started their 20 lap feature. The feature event was plagued with cautions for spins and accidents. Front row starters Dave Mass and Jake Hiatt brought the field to the green. The race actually ran eight straight laps before the first of many cautions slowed the pace. With Mass out front and opening night winner Cory Davis in second, the next three spots traded hands on several occasions as the race was under yellow on six different occasions over the next six laps.

Davis continued to pressure Mass for the lead on each restart, but Mass withstood each challenge. A four lap green flag run brought the race up to the 18 lap mark before another caution flew for a spin. On the restart, an accident in turn one caused heavy damage to the cars driven by Adam Ayotte and Frank Fabio. The final two lap dash to the checkers saw Dave Mass hold off Cory Davis for the win. It was Mass' first-ever Pro Stock win at the track. Lyle Archambeau, 13th starter Devin Neske, and 10th starter Shawn Nolan completed the top five. Rounding out the top ten finishers were late model racer Toby Patchen, Shawn Kammerud, Jim Gullikson, Jeff Heintz, and Justin Stahl. In Northern Vintage Racing Association action, Sonny VanWilgen and Ken Varing topped the full body division races while Dennis Olson and Keith Lepinski raced to victory in the super modified class. A total of 19 NVRA cars were on hand. The NVRA vintage cars will return to the Cedar Lake Speedway later this season for the 11th Annual Jerry Richert Memorial on Saturday September 10.



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