

THE MIDWEST RACING CONNECTION

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THE MIDWEST'S SHORT TRACK AUTO RACING AUTHORITY

May 27, 2010 Vol. 14, No. 3

Inside...



In The Drivers Seat



The Inside Dirt



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The Midwest

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Publisher's Note

Racing According to Plan



Dan Plan

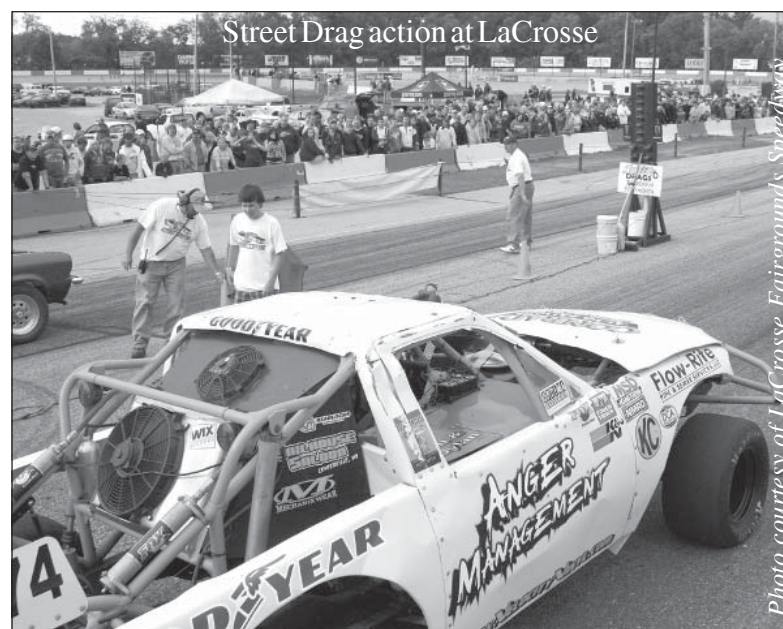
While my favorite sport is traditional short track racing, we've been finding ourselves attending some unique events. If it has a motor, I'll go watch it. More and more these days, our local short tracks are coming up with new

and innovative events to keep all of entertained. Sometimes it's part of the regular show, and other times on a different night of the week. In either case, you can count on having a good time.

Have you ever wondered how some shows become so hugely popular? Sure, there are a number of events where a lot of thought and effort went into the events, and they took years to build up into the spectacle they are today. Items that come to mind on the short-track level in this area are the USA Nationals, Knoxville Nationals, Gopher 50, Slinger Nationals, Oktoberfest, and the National Short Track Championships. All of these events have long history, and each year they seem to get bigger. On the other end of the spectrum are events that may have come from a new twist on an existing idea or something conjured up at a promoter's workshop during a late night discussion.

Sometimes, things just take off for no special reason, such as the first time Speed Channel showed up at Raceway Park in Shakopee a few years ago. I can still remember seeing the line of people waiting to get in, and the pit bleachers being opened up to make room for all of the spectators. It is fun to be part of a big crowd.

A few other items that come to mind that recently took place are the annual School Bus races at Cedar Lake Speedway and the Friday Night Street Drags at LaCrosse Fairgrounds Speedway. We've been to the Bus Races the previous two years, and the crowds are unbelievable. While talking with Brad Both of Cedar Lake Speedway earlier this year, the present ownership team had no idea this event would grow like it has, but they've kept the show to one night a year, and last year was a huge crowd. From what we've seen and heard, this year's event was the biggest one yet. Getting the local high-schools to paint the buses and cheer on their school in the bus race is almost like bringing together 4



high-school football games on the same night. As a bonus for the "traditional" race fan, they keep a few of their regular classes on the show and the last two years have added in a throwback from the 1980's and early 1990's with the Winged Modifieds. Makes for a great night for race fans and non-race fans.

The other "non-traditional" item we've heard about that looked to be fairly successful the past few years are the Street Drags in LaCrosse. We've seen pictures from the past years, and figured this would make for a good way to spend another weekend in West Salem. We went into the Friday night show not knowing what to expect. Needless to say, we couldn't have been more pleased with our first look at drag racing in person. Although the track is only 300ft long, they have an open bracket with some high-horsepower machinery. It's a sight to see, watching a car take off the line, with the passenger watching the other car to see who's going to win. The cars move through the starting line one after another, keeping even a non-motorsports person like my wife interested throughout the show.

It looks like the promoter's end of racing sometimes ends up being just like the racers themselves. You can have everything on paper that should make for a great show, but sometimes luck plays a big part of the game as well. Personally, I would like to see nothing more than all local short tracks run into their fair share of good luck.

The Osceola High School won the bus race at Cedar Lake Speedway

Vince Peterson photo



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Red Wing, Minnesota

The Inside Dirt



Stan Meissner

An unexpected effect of the economic downturn has been that former World of Outlaws drivers are racing anywhere they can get a ride including special events, with regional touring series and at weekly shows. This was the case at the Spring Sprint Car Nationals contested at the Jackson, Minnesota, Speedway on Friday May 21. Sammy Swindell, subbing for an injured Terry McCarl, bested a 40-car field to take the win, but the story that had the crowd buzzing was Brooke Tatnell's charge through the field. Tatnell was driving the Duane Nelson 14 and was a DNF in his Heat race after shredding a left rear tire. Tatnell started in the back of the second of two B Mains and worked his way up to third which was enough to get him into the feature. Starting 22nd in the A Main, Brooke steadily picked off cars throughout the race charging to a 4th place finish. Brooke might have had something for third place finisher Brain Brown and defending ASCS national champion Shane Stewart, had the race been a few laps longer. Tatnell told me that he hopes to make a few UMSS starts in the Nelson 14 this season as his schedule permits. This is the same car that Tatnell drove to a Kopellah UMSS win last season.

Another driver familiar to Twin Cities area fans, Chris Graf who races his 20g weekly with the IMCA at Arlington as well as some UMSS appearances, experienced one of those "pinch me so I know this is really happening" moments at Jackson. Graf won his heat race and found himself in the unexpected position of being the top points man after the heats had been completed. Graf, along with nine other drivers, drew frisbees in front of the packed grandstand to determine their starting positions in the dash. Prior to the races, Chris told me that his goal for the night was to simply make it into the A Main. It had to be a thrill to be introduced to the Jackson crowd, along with the legendary Sammy Swindell, 2009 ASCS National Champion Shane Stewart and 2007 Knoxville 410 Champion Brian Brown. Graf's fairy tale evening resulted in a 21st place finish in the feature and a taste of the limelight that he won't soon forget.

I got home from Jackson at 4:00 a.m. and got a few hours of sleep before heading to the Rice Lake Speedway to attend the Interstate Racing Association (IRA) Sprint Car race. An unexpected afternoon shower had everyone watching the radar and wondering but the rain gave way to a beautiful evening for racing. As you probably already know Rice Lake came close to not opening this season after the Smith-Bisonette ownership team announced in March that if the facility was not sold by April 24, no racing would take place this season. A new ownership team consisting of Dave Adams of Adams Automotive and Mitch Hansen

owner of Mix-Crete, both based out of nearby Cameron, stepped up to the plate to keep the track open. The IRA drew a field of 24 cars with Duane Olson's car staying on the trailer not seeing a lap, and popular IRA favorite, Scotty Bierter, withdrawing after hot laps, due to motor problems.

This was a stand alone show in western Wisconsin for the IRA and Steve Sinclair told me that a couple drivers that had planned on making the trip were scared away by the weather. Nevertheless, the IRA a stronger field of cars than the Rice Lake weekly classes. As far as the racing goes, there is no comparison to the show that the IRA Sprint Cars put on for the fans. Rice Lake produced another outstanding IRA Feature with lightning fast two and three wide racing taking place all over the track. To me racing is about speed and excitement, not full bodied cars lumbering around lap after lap three wide at freeway speeds banging off each other. If I wanted to see that I'd set up my lawn chair next to I94 in downtown Minneapolis and watch the traffic go by.

Travis Whitney has scaled back his racing due to business and family obligations but when he does race he's still one of the best in our area. Travis led the feature until lap 22, when a shredded left rear tire put an end to his evening eight laps short of the checkers. Brooke Tatnell took the lead after Travis' misfortune and was able to hold off IRA Points leader Scotty Neitzel for the win. Local favorite and defending two time IRA Champion Bill Balog who makes his home in the Rice Lake area gave the crowd something to cheer about with his charge from sixteenth to third. Mike Reinke who was second in IRA points going into Rice Lake, hit the wall late in the feature race and brought out the only Sprint Car red of the evening.

I didn't stick around for the Super Stock feature but found out the next day that two cars flipped with several others piling into the wreckage. So much for the myth that Sprint Cars delay the show.

Shane Stewart (57), leads Jess Beckett (0X) and Billy Alley (22) through turn one at the 2010 Jackson Spring Sprint Car Nationals.

Stan Meissner photo



Notes and other news:

IRA fans will want to make a note that the IRA will be appearing along with the UMP DIRTcar Summer Nationals Touring Late Models at the Cedar Lake Speedway Masters on June 18 and 19 which is only a few weeks away. I have

The Inside Dirt continued on page 15

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The Racing Geek



by Jordan Bianchi

Being the huge motorsports fan that I am, when I heard the news that starting next year Bruton Smith – who owns the Charlotte, Kentucky, New Hampshire, Infineon, Atlanta, Texas, Bristol, and Las Vegas racetracks and has a net worth that would make some Saudi princes blush – was willing to put up \$20 million to any driver who could turn the double and win both the Indianapolis 500 and the Coca-Cola 600 in the same day I was ecstatic to say the least. That's an understatement of all understatements.

You simply can't be a fan of racing and not get excited about the possibilities that might exist if Bruton goes through with his pledge.

The potential is there to see Jimmie Johnson, Tony Stewart, Jeff Gordon, Kasey Kahne, Ryan Newman,

\$20 Million for Winning Indy & Charlotte Sounds Great, But It Isn't Happening

Juan Pablo Montoya, Kurt and Kyle Busch and others all crossover and try and win the most famous auto race in the world. Then in the same day, return to Charlotte trying to win the most grueling race on the NASCAR schedule with a \$20 million bonus awaiting them if they can pull the double off.

And how great would it be to see Helio Castroneves wheel a Roger Penske stockcar in the 600 or Scott Dixon or Dario Franchitti drive an Earnhardt-Ganassi Chevrolet mere hours after winning the Borg-Warner Trophy that is awarded to the winner of the Indy 500.

It's a race fans dream, and it would most certainly restore the luster and prestige of winning the Indy 500 that has been lost in the last 15 years. Not to mention attract a few additional eyeballs to one of NASCAR's four major events.

After my initial enthusiasm and anticipation had worn off though, I stepped back and really started to think about this proposed idea. It was then I came to the sad realization that because there are simply too many variables in play that would have to align, that it's just not realistic for a driver to compete and win the 500 and 600 in the same weekend. At least in the environment that currently exists today.

As long as IndyCar is tied to one engine manufacturer (Honda), and as long as IndyCar and NASCAR are competing entities, going head-to-head for the same market share, sponsors, etc., a driver competing and winning the double isn't an option, no matter how much money is at stake.

Jimmie Johnson, Tony Stewart and starting next year Kasey Kahne, aren't going to hop into an IndyCar that doesn't have an engine with a bowtie on it. Chevrolet isn't going to signoff on that, it is as simple as that.

And if you think Toyota is going to allow Kyle Busch or Denny Hamlin to drive a car powered by Honda engineering, their bitter rivals, I have some land in Florida I think you may be interested in buying.

And why would NASCAR, who has seen its attendance and television ratings decline dramatically, not to mention a shortage of sponsors due to the tough economy, go out of its way to accommodate a competing racing series?

A series that just 15-20 years ago was garnering the same television and attendance numbers as NASCAR. It wasn't just that IndyCar racing was a legitimate threat to NASCAR. No, they were in position to challenge Formula One for worldwide motorsports supremacy.

While the upside is certainly there for NASCAR – the Coca Cola 600, one of their crown jewel races would be provided with even more mainstream media attention then it receives now – the negatives far out weigh the positives for the premiere sanctioning body in North America to extend a helping hand to the IZOD IndyCar Series.

Unless the motorsports landscape dramatically changes, and either the IndyCar Series becomes the number one racing series in the United States or NASCAR buys outright the Indianapolis Motor Speedway and/or the Indy Racing League, Bruton Smith's idea is nothing more than a pipedream.

A pipedream mind you, which every racing fan shares with him. But like most dreams, that's all it will ever be, a dream.



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***The Lady and
the Track*****Molly Vadnais**

If any of you had watched the early Nationwide Series or ARCA races, you might have noticed a lot of emphasis being placed on a certain driver. I have to say I have never seen a driver get this much air time, this much hype and this much over sensationalizing. This even put Junior Nation to shame. If you caught any of these races you know who I am talking about because her name was mentioned approximately every three seconds. For those of you lucky enough to miss the blatantly one-sided coverage, that name is Danica, Danica, Danica!

I know some might say I sound like Jan Brady (hence the title of this piece) but it has nothing to do with my personal opinion of Danica – I never met the lady, she might be the greatest ever – but more with what she is doing to racing. As a long time fan of racing, I was shocked and appalled by what I witnessed in those broadcasts. Danica's name was mentioned AT LEAST once every five minutes, if not more, no matter where she was at the track. I say at the track because even after she left the race they were still updating us on her every move in the pits. For those of you that say it couldn't be that bad, I recall the moment when I saw the broadcasting go down the tubes. It was during a red flag and the commentators were actually talking about her taking drinks. I am paraphrasing but it went something like 'she is now taking a drink of her water, or possibly sports drink, that is attached to that straw. She looks like she has that system all figured out.' All the while the in car camera is focused on her: her drinking, her rolling her eyes and, as the commentators said, 'she radioed in and said she just wants to get to racing.' All of this with the amazement of a

Jonathan Ferrey/Getty Images for NASCAR



new father whose child walks for the first time: full of shock, awe and pride that Danica could accomplish these simple feats.

What was the real travesty is during the Daytona ARCA race, while the broadcasters were commenting on every turn of the steering wheel (look at her move the steering wheel to the left...then straighten it out....now the left for the next corner, etc.), another female racer was in third, battling for the lead. Alli Owens was mentioned in passing, while the camera and the broadcasters mentioned Danica's every move. Danica is not lighting the Nationwide world on fire (average finish is 34th in the three races she started) and there is no need to put some much pressure, and emphasis, on her just because she has ovaries. She may come in to her own and dominate stock car racing but how about you leave the play by play until then, guys.

I also have serious doubts about the message this is sending to young girls trying to break into the sport. So if they decide to be just like Danica when they grow up, who do they really want to be? Do they want to be a race car driver or do they want to be the person on the commercials – the Go Daddy girl? The latest commercial has people leave the program they are watching, which one guy says

he used to watch only for Danica's commercials, to run over to the computer to watch the website. What message is that sending? The sport is not as important as the unrated content on the web. Why even bother with the racing then? I know sponsorship is important but I have yet to see Mark Martin (also a Go Daddy driver) slowly unzipping a leather jacket wearing nothing but his jockey shorts!

Danica may be bringing a lot of fans to the sport, but is it really for the betterment of racing? Why don't the broadcasters let her prove herself behind the wheel and leave the redundant commentary to an E True Hollywood Story. I mean, come on guys! You are setting women's liberation back decades by your amazement that she knows how to tie her shoes. There is no reason to single her out just because she is female and just because she can rock a bikini. I don't know if the broadcasters failed to notice but she puts her driving suit on one leg at a time, just like the rest of her opponents, and no one can see her toss her hair in her helmet! So how about we back off the Danicamania train and focus on the racing, not the hype. As for me, I will be patiently waiting for a commercial of Mark Martin standing in a smoky doorway in a short t-shirt and underwear, his hair crimped. Red lipstick optional, Mark.



Going in Circles



By Charlie Spry

It's been a difficult spring, weather-wise, as most of our local tracks have managed to suffer at least a couple of rainouts in the early part of the season. Just like I thought, we should have been racing in March when the weather was better.

Columbus 151 has managed to get three shows in, including the Jeff Falbe memorial race, which was their season opener. This race was in honor of the longtime late model racer who lost his life about a year ago in a shop incident. Jeff also raced on some local dirt tracks and on the old ARTGO circuit. It was neat to see the family post several old photos of Jeff and his previous cars at the track. Jeff's Son, Aaron was on hand to race his Dad's car, and noted "We left the car just the way Dad had it. We did put my setup in it, but it is way different from my car. We'll see what we can do." Aaron was able to lead about the first half of the race, but after spinning out later he dropped out of the race. Dean Schultz went on to the victory by taking the lead when the frontrunners crashed.

I've been watching sportsman driver Phil Denikas now for some time, as he was one of the drivers I have also watched since his days of racing the Bandit class. Now in his third year of racing the sportsman cars, he has won several features, still racing with the same methodical manner which he did in the Bandit class. He knows how to keep his car in one piece, and how to pass on the outside. He is a courteous driver who gets the job done in an efficient manner. I'm looking for good things from him, and he won the feature on opening day.

Veteran Al Weishoff is another amongst the early season late model feature winners here. Al had to hold off Scotty Ollerman to get the win by inches, as Ollerman came that close to a clean sweep, setting fast time and winning his heat. A late model clean sweep has not been accomplished here since 1992. Congrats to Al on getting the victory.

I always enjoy talking to the rookie drivers, and there are a few here in the late models. Tiffany Desjarlais moves up from the sportsman division to take the wheel of her Dad, Delbert's car. She has moved along the ranks, starting a few years ago in the Bandit division. Another new driver present on the second night out was Ty Majeski, a fifteen year old driver whose credentials include several national titles in Karts. He started young, and already has 5+ years of experience, now finding himself behind the wheel of Jason Schulers' Pathfinder Chassis house car. Not a bad way to start your late model career. Ty plans on racing at various venues this season as he gains experience in the late model. Besides Tiffany, another female late model rookie is Katy Zimmerman, Daughter of long-time racer

John Zimmerman. John got his start here with a white and red-flamed Chevy Nova many years ago, and figures this track is a great learning ground for Katy. "This is all good equipment," said John. "It's an '02 Lefthander that came from Minnesota, and wasn't raced much." Katy's only prior experience is behind the wheel of a Bandit car at the Dells a few times, but noted "It is good to have Dad helping me out. He really knows what he is doing. Sometimes, I think he has a hard time explaining what he wants me to do, so it is challenging, but I trust him completely."

Rick Nelson has returned to the late model ranks at Columbus. Rick was very successful in the past, winning track titles here in 1989, and at Jefferson in 1993, 1994, and 1995. He has been out of the drivers seat for several years, but I'd expect him to be winning again. He is now behind the wheel of a former Trent Erdman car, and does not appear to be rusty at all.

Steve Dobbratz says that he plans on running here at Columbus all year, in addition to Jefferson. He plans on foregoing the Big 8 series this year because of the tire change and loss of dates on some favorite tracks. With Columbus being only twenty minutes from his home base, it is easy to come over and run every Friday night.

Jim Tate Jr. has been very impressive in racing his late model here at Columbus this year. While still racing a hobby stock at Jefferson, he has been bringing his late model to Columbus and running very well. He has an ability to run smooth laps and seems to be able to stay out of trouble. He finished second to winner Scotty Ollerman last week.

Jefferson Speedway also has seen their share of the wet and cold weather, but has gotten a few shows in. I always like to pick out a couple of new drivers to keep an eye on throughout their rookie seasons to see how they progress. One driver I am keeping an eye on is fourteen year old Cory Jansen, as he races in his initial year in the Bandit division. Cory started off on practice days by taking it easy and staying out of trouble, then on opening night he did the same, recording a third place finish in the consy. He is the Son of Keith Jansen, who raced at Lake Geneva some time ago. Another driver I will be keeping an eye on is Adam Faherty. On opening night he finished one spot ahead of Cory. As the season has progressed thus far, the confidence and competitiveness has grown for both drivers.

The new Road Warrior division has fielded four cars each night thus far, but I hear of more in progress. Bill Sweeney went into the record books as the first ever feature winner of the new division, which comprises of FWD V6 powered cars. The division sports the same name as a class that was started back in the late 1980's, which evolved into the current sportsman division.

One of the late model drivers this year to keep an eye on is Casey Johnson. Casey served notice that he will be one to reckon with by winning the Big-8 series opener at Rockford this year. He has posted consistent top finishes and won the feature the third night of the season and is the current point leader. Casey has been receiving help from former track champion Dan Chesmore, and that has to be a big help.

One of the rookie sportsman division drivers here is Adam Bleskan. Adam told me that he hasn't raced in about ten years, formerly racing in figure-eights and street stocks at Slinger. Adam had some misfortune on opening night by

wrecking his car quite severely, but was back out on the third night of racing, winning his heat race. Nice to see Adam get a victory after an obvious amount of hard work having being put forth to get the car back together.

Allen McBride has a new Monte Carlo hobby stock this year. "We got the car over by Milwaukee, from a guy that was going to make it into a vintage racer. It originally came from Georgia, and was really clean. The only spot on the body that was rusted out was the roof, under a vinyl top. I just washed it this morning. It's the first race car that I've had that was worth washing," He laughed.

Some people do really well with borrowed cars. Allen's brother, Jordan, borrowed a Bandit car and took home victories in both his heat and consy. Jordan borrowed my car a few years ago and nearly pulled off a heat win with that as well. He has done well in any car in any division that has been borrowed. Another driver with a knack for doing well in borrowed equipment is Curt Thompson. Curt has borrowed Joe Edwards' hobby stock this year and has run very well with it.

Justin Schultz has a new sportsman car as well. Justin spent some time racing late models, but decided to get into the sportsman division this year, and he is doing well. He has already won a feature at Columbus and is running strong at Jefferson as well. His car is a former Ken Scott car that was run as a super stock at the Dells.

I've also been impressed with late model racer Ryan Zielski this year. He seems to have really stepped things up a notch or two, and looks poised to make a strong run for the points title.

Late model racer Jody Krueger noted, "This year the word for me is patience. I wrecked too much last year and that's just too expensive. I'm trying to stay out of trouble and keep expenses down." Jody did record a heat race win last Saturday.

We also took in the opener at the Marshfield Motor Speedway, for the first leg of the Yellow River Challenge Series for super lates. Mark Kraus took the win over the Weinkauff brothers, in a good, clean run race, as I believe there was only one caution, and very few all night. That, my friends, is the way to start the season.

I enjoyed talking with late model rookie Ronnie Rihn. The nineteen year old driver from Bloomer, Wi. has kind of a unique story, as he told me that he had never even seen a race before racing himself. "I got up one day, and my Dad had a car in the driveway for me to race," Said Ronnie. Also, he does plenty of racing, as he started three years ago in a Midwest Modified on the local dirt tracks, and now has a modified and dirt late model, but thinks the way to go may be with the asphalt late model, saying, "There seems to be more opportunities with the pavement. If you want to eventually move up into a truck or anything, it really helps to be into the asphalt stuff." As for the differences between the two, Ronnie said, "It is hard, you have to be sure not to kick the back end out on pavement," He said, laughing. Ronnie gets plenty of seat time every week, as he races often four times per week, Friday on the dirt at Menomonie, Saturday on the pavement with the late model at Marshfield, Sunday at Eagle Valley on the dirt, and plans on doing some pavement racing on Thursdays at State Park Speedway.

Going In Circles continued on page 10

Auto Racing Facts, Observances and Opinions



Dale P. Danielski

It was off to the Marshfield Motor Speedway just a few miles west of friendly downtown Marshfield, WI., for their 2010 season opening race event here May 15th. The track was playing host for the new Yellow River Race Series this being event one of three. New is also the word in terms of ownership and promotion at the ½ mile paved oval as Dan de Boer owns the facility while Wayne Brevik is serving as promoter. Also new are a number of faces helping to run the track as the staff tries to run a bit better organized and efficient race program. Things are definitely headed in the right direction in that regard as the show, although experiencing some issues early on went quite smooth and ended at a reasonable hour.

The 50 lap headlining event for Super late Models was competitive and when all was said and done it was Mark Kraus in victory lane. Taking the lead halfway through Kraus was never really threatened thereafter. Kraus who hails from nearby Stratford when asked when he'd last won couldn't answer for certain. "I can't remember the last time I

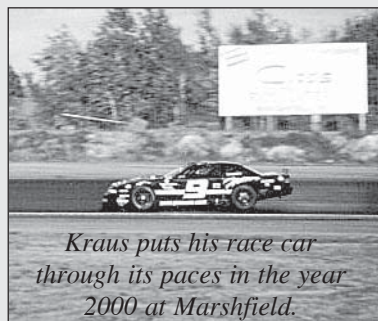
won a feature, here or anywhere, it's definitely been a while." With Kraus safely in front the best battle was for 2nd position between the Weinkauff brothers Jason and Chris. Jason who led the event early was driving his own car while brother Chris was behind the wheel of Ed Holms new creation. Chris came up to challenge but the best he could do was get alongside his brother who held him off for 2nd place money. Interesting to note that the brothers raced each other very cleanly throughout the battle. Some kinship battles result in wrecked cars and damaged relationships but these two get along very well on and off the race track. I once asked them when they were standing next to each other which one was a better driver. They responded simultaneously "I am."

For those wondering where the Yellow River moniker came from, yes, obviously there is a river by that name that runs quite close to the track. Also a fact is the original name for the speedway was Yellow River Speedway named by track constructor, owner and operator Jim Langreck. The track was carved out at an old gravel pit site in the 1970s and was a dirt surface initially before being paved in 1995. It probably didn't cost as much as some new facilities as a natural amphitheatre effect was created by the depth of the pit. The track sat down below in it with sand piled all around. Consequently there wasn't the need to haul in and move a lot of dirt for grandstand seating, it was already there. Anyway, that's your history lesson for this time around.

Here and there...Most pavement Tours and tracks in the

region now have a common tire rule although the compound is slightly different from last season. Kraus was on the tire for the ASA Midwest Tour opener a few weeks back which very well could have given him a slight edge tonight over most of the rest of the field which were on them for the first time...27 Super late Models were on hand for the opening event at Marshfield. Steve Holzhausen out timed all of them and was the only driver getting below the 18 second bracket...Many drivers are still voicing concerns over the economy as sponsor dollars are in short supply this race season. Almost all admit to racing with fewer backers this year over previous seasons...A good crowd was on hand at Marshfield as near perfect weather greeted fans...Coming up June 5th is race two on the ASA Midwest Tour at Elko Speedway of Elko, MN. The race will be televised on FSN Wisconsin and FSN North and can be seen June 19th. Caught some of the telecast of the ASA Tour opener at Madison International Speedway May 2nd. Good to see Midwest auto racing getting some TV time. It's been long over due...Who says you can't get anything for a Buck anymore. La Crosse Fairgrounds Speedway this past Saturday had all concession items priced at just one dollar. A great idea to get more people out to the race track and entice them to have supper with the whole family while there. A crowd in the 3,000 range was on hand for the event...Steve Carlson continues to enjoy the new double file restarts in the NASCAR Late Model Division feature races at Lax. He went on to win his 3rd main of the year capitalizing on it...Well over 100 racing vehicles in four divisions were on hand at Lax Fairgrounds to do battle this past Saturday including 41 Window World Hornets.

Dale's Picture from the past



Kraus puts his race car through its paces in the year 2000 at Marshfield.



Mark Kraus raced to the Feature win and a nice pay check at Marshfield Motor Speedway May 15th, 2010.

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Going In Circles from page 7

As for his best experiences so far, Ronnie lists a second place overall in the Ethanol tour for Midwest Modifieds in Minnesota as a favorite memory, as well as winning a feature at Kopellah in the dirt mod. He won the semi-feature on this night to get what I believe is his first victory in a pavement car. He has also raced all over the country, including at Volusia, Florida, in Arizona, running pretty much wherever there is a race to be found.

Enjoyed talking with Paul Berg, who runs in the four cylinder mod class here, still with his venerable Ford Pinto. "It's the same car I've had all along, not many of these left anymore. I don't run weekly, as I still do some road racing in vintage class, and we have alot of fun with that."

Another late model rookie is Colin Reffner, whose car may draw more attention than any. It is painted white like Dick Trickle's SuperAmerica Knight car, with the familiar Reffner number 88, with the knight in front of the number, appearing to slay a dragon painted at the front of the car. Very nice and a throwback for those of us who remember Trickle and Colin's Grandfather, Tom, race these cars. Colin noted that it is a big step, moving from super stock to super late model, saying, "These cars are much faster, it is a way different thing. I'll just keep working at it and getting more experience and work on getting more comfortable." Colin did well. He wasn't threatening to win, but that time will come.

Always enjoy talking to late model veteran Jack Greenwood, as he is one of the low budget guys that does what he can with what he has. He didn't get a chance to show what his work on the car did in the off-season, as his car was not running up to par.

Nice to see Colletta Gomes take the win in the V6 Junkyard Warrior class. Colletta said that this is the second feature win in a row for her, as she won the previous week. These were her first feature wins in her career, and while she said the car is for sale, the price is going up with each feature win.

Mike Gwidt took the win in the super stocks, while Derk Hauser made it a family affair, winning the four cylinder mod feature over his Dad, Steve. Only two pure stocks were on hand, so they ran with the super stocks, with Kyle Genett bettering Jake Capek. Also, only two of the new Bandit cars were on hand, with Christine Schmude the top finisher. I see this division gaining in car count throughout the season, as it is an affordable entry-level division with plenty of these cars around.



Ronnie Rihn's pavement ride from 2009

Dan Plan photo

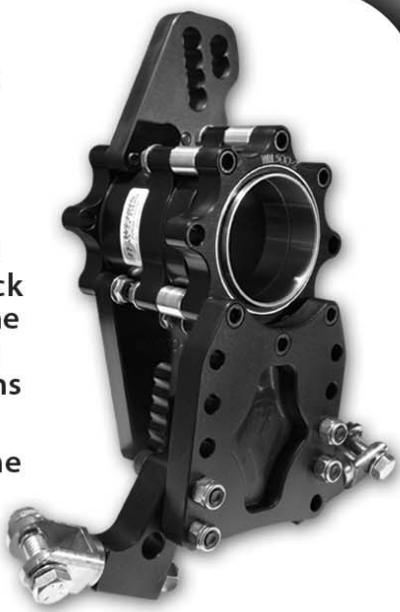
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THE MIDWEST RACING CONNECTION

Photo Gallery



Jay Kalbus and Chris Marek battle for position at Dells Raceway Park
Doug Hornickel photo



Joe Garafalo picked up his first win of the year
Martin DeFries photo



LaCrosse Fairgrounds Speedway Thunder Stox winner Adam Moore
Bruce Nuttleman photo



Rockford Sportsman winner Matt Berger
Jimmy Ambruoso photo



Raceway Park Figure-8 winner John Lebens
Martin DeFries photo



Mike Kelley Jr. - Winged Modified winner at Cedar Lake Speedway
Vince Peterson photo

THE MIDWEST RACING CONNECTION

Photo Gallery



Raceway Park Bomber feature winner Justin Kotchevar
Martin DeFries photo



Cedar Lake Speedway Late Model winner Chad Mahder
Vince Peterson photo



Dusty Brown picked up two in a row at Kopellah Speedway
Vince Peterson photo



Power Stock winner Rob Schnichels
Martin DeFries photo



Steve Carlson and John Gilbertson in victory lane at LaCrosse
Mary Schill photo



Rockford Late Model winner Randy Sargent
Jimmy Ambruoso photo



Bryan Reffner

Actually, this is my first time back in a Bac-Kar. A lot of memories come back with it. Les Back was my crew chief at a few of the truck rides, so there are a lot of family ties along the way.

Well, Golden Sands Speedway is our hometown track and we had Hobby Stock division. My first car was a 1971 AMC Hornet Notchback. We took all of the windows out of it and turned it into a Hobby Stock.

Yes, he sure is. That was the reason we had an AMC way back then. Obviously, dad was building his own engines at the time and we had quite the parts and pieces to be used up. He's still heavily involved and does all of our data acquisition for us. We're pretty fortunate to have him. He's a pretty sharp guy.

We definitely were not expected to win the race. We had all of the right equipment though. My dad had built a new car, and this was his old one. It was pretty fast at the time and as good of equipment as anybody had at the time. We had a Wegner Automotive motor and had all of the right things going for me. It was a memorable race for me. We ran almost 50-laps side-by-side with Ted Musgrave and dad actually finished third, right behind us.

I think just the description of that last race wrapped it all up. Ted Musgrave and myself ran side-by-side, I believe it was no less than 50-laps. Nobody does that anymore nowadays. Nobody gives enough respect to do that. Ten laps are about it. Everybody back then had to fix their own stuff, and they raced each other how they wanted to be raced. The good thing about that was, you could go to the next race without having to rebuild your car and it put on some good shows.

Obviously I got the opportunity to go into what I call the original ASA. In my second year, we won the championship. That was against Howe, Senneker and guys that had been in it for quite a few years.

Well, we just built this car. We built a new Late Model last year, and it was actually my first time back running Super Lates. We just didn't have the season we wanted. We won one race at Madison and the rest of them were pretty disappointing. Myself and the rest of the guys on the team decided to go back to what we know and got a Bac-Kar. Build something we're used to. No matter what level of racing you're at, if you want to win, it takes time and effort.

No, we'll leave that for the guys that are 18 or 19, oh wait, that's probably too old now for them. We're just going to try and figure out our Super Late and keep having fun doing that.

MRC052710.pmd

The Inside Dirt from page 5

a soft spot for the open Late Models with the big aluminum motors. This will be one of only a few nights on my schedule that includes the open Late Models so I'm looking forward to the combined show.

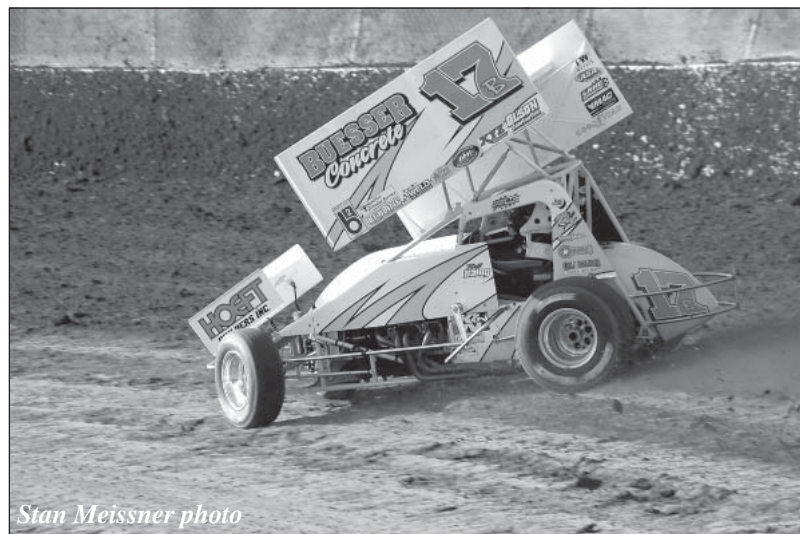
Cedar Lake announcer Chris Stepan and the Mayor of Myrtle, Minnesota, "Mr. Modified" Greg Hummel were spotted at the Jackson Speedway. Stepan made it clear that he is not a closet Sprint Car fan but he was there to fulfill a

commitment to attend at least one race at every track in Minnesota. Chris said that since there was a large number of cars expected it would be a good opportunity and the Jackson visit reduced his must see list to only two tracks.

The UMSS has added a race to their schedule at Arlington on Saturday August 14 giving them another two race weekend starting at Kopellah on August 13.



Check out the May 26 edition of the Inside the UMSS internet radio show at midwestracingtalk.com for interviews with Jason Tostenson, Brooke Tatnell, Mark Toews, Chris Graf, and



Stan Meissner photo

Jerry Richert Jr. recorded at the Jackson Speedway.

Thank your for reading and we'll see you at the races!

Robby Wolfgang son of racing legend Doug on the left and Lee Grosz grandson of Doug Howells on the right during the Jackson Spring Sprint Car Nationals drivers meeting May 21, 2010. Grosz would manage a thirteenth place finish in the A, Wolfgang joined the list of talented drivers making up the 40 car entry list that did not transfer out of the B Main.

Stan Meissner photo

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BRYAN REFFNER

Regional Racing News

Hensel Tops Superior Late Models

By Mark Fleischer

Opening night 2010 finally came about at the Superior Speedway Friday night. With some early threats of showers the weather held off and the track held up great to make opening night a night worth remembering for drivers and fans.

In the Late Model division Adam Hensel picked up right where he ended the season at the Superior Speedway with a feature win. Darin Meierotto jumped out to the early lead in the feature but on the 3rd lap Matt Sorenson and Paul Berg got tied up between turns one and two which caused a re-start. On the restart Pat Doar got Meierotto coming out of turn four to take the lead. Doar was passed by Hensel with 9 laps to go and he never looked back as he had things working well as he ran away with the victory. Doar finished second followed by Meierotto, Harry Hanson and Steve Laursen.

The modified night was owned by Darrell Nelson as he turned the first sweep in the class in 2010. Nelson who started on the outside of row one in the feature took the lead on the first lap and pulled away from the rest of the pack dealing with lap traffic by the end of the 20 lap feature. In a night that was marred by caution flags in the features the mod drivers showed their talent and experience as there was only one caution in the feature. Nelson was followed in the feature by Kelly Estey, 2009 Modified Champion, and Al Uotinen.

Mike Weber from Osceola won his first ever feature at the Superior Speedway as he started on the pole and never let anyone past him in the 18 lap feature. Weber was challenged a few times on restarts by Scott Lawrence who finished second. Joe Oliver then battled Lawrence for the remainder of the race for the second spot but Lawrence held him off and Oliver finished third.

After some great heat races the Midwest Modified feature race was marred by numerous caution flags resulting in 7 racers not finishing the race. When it was all said and done Jeff Marshall from Thunder Bay made the trip worth while taking the checkered flag. He was followed by Scott Herrick and Taylor Leuthner.

The Pure Stock feature proved to be one of the best of the night with Pat VanErt edging out Al Rapp and Richard Dzelak Jr.

Micro Invasion at Kopellah

By Terry Lehnertz

Week three of the 2010 NASCAR Whelen All-American Series race season got under way under threatening skies on Friday night, May 21, at Kopellah Speedway. In addition to the customary four divisions, the MINIAKOTA Micro Sprints brought three cars in their inaugural appearance at the race track, the first of a handful of planned events for the series at Kopellah.

As always, the hornets kicked off feature racing action as Heat race winner Steve Sutton and Jason Christianson led a fourteen car field to the green flag. Sutton quickly established himself at the point and maintained a two to five car length advantage over second heat race winner Kevin Bradwell. Bradwell ran myriad lines looking for more speed, but never could find the groove to pull himself closer to Sutton. With just two laps to go, third running Ben Kaphing was hard into the turn two wall, bringing out the second caution of the race and bunching the field

together for a two lap shoot out to the finish. And a shoot out is exactly what took place back under green. Bradwell immediately went to work on the high side of Sutton and the pair traded thrilling – and clean – slide jobs two or sometimes three times in the space of each remaining lap around the quarter-mile bull ring. Sutton held a slight advantage after the last exchange coming out of turn four on the final lap, but Bradwell dropped the hammer and found the bite he needed to edge Sutton by mere inches at the stripe for his first victory of the season in easily the most exciting race of the night. Behind Sutton, Kris Kaphing, Doug Fick and Joel Kruse rounded out the top five.

Heat race winners Krysta Swearingen and Kevin Bradwell each re-drew front row starting spots for the Pure Stock A-main as Bradwell was itching for an historic double clean sweep on the evening. Swearingen, however, had plans of her own. At the drop of the green, Swearingen nabbed the point and raced to a consistent three car lead over Bradwell for several laps. But with just two laps remaining, Swearingen had minor contact with a lapped car, allowing Bradwell to catch and pull even for the lead. Clear of traffic, though, Swearingen again asserted herself and raced to her first win of the season ahead of Bradwell, Tyler English, Alec Nesbit and Brandon Davis.

After the Pure Stocks, the 600cc powered Miniakota Micro Sprints completed their twelve lap feature. Monticello, MN hot shoe “Tornado” Tori Knutson held the point for the first eight laps, but just as he had done in an earlier qualifying race, Jalen Morris worked from the tail to the point and overpowered Knutson for the lead. Morris stretched his advantage over the final laps and the 17 year old Elk River, MN chauffeur picked up his second win of the night. Behind Knutson, “Hurricane” Katrina Sautbine completed the running order.

In the Street Stock division, Kelly Knutson and season opener winner Sam Fankhauser escorted the field to the green flag for their fifteen lap main event. Fankhauser got the jump on Knutson early and stretched his lead to several car lengths while Knutson fended off advances from last week’s winner, Chanda Fjorden Nord. Just past the halfway point, Fjorden Nord finally worked her way around Knutson. As Fjorden Nord was chasing Knutson, the duo had simultaneously caught up to Fankhauser, so as soon as Fjorden Nord passed Knutson, she immediately started working on Fankhauser. On lap eleven, Fjorden Nord charged hard into turn three and muscled her way past Fankhauser and into the lead. Over the last five laps, lapped traffic caused a few tense moments, but nothing significant for the Luck, WI pilot as she navigated to her second consecutive feature in



Chanda Fjorden-Nord and Krysta Swearingen picked up wins at Kopellah
Vance Birno photos



front of Fankhauser, Knutson, Josh Amans and Marcus Simonson.

For the night’s finale’, the NASCAR Whelen All-American Series Midwest Modifieds attacked the speedway with Josh Bazey and rookie Nathan Fisk leading the way. Within the first quarter mile, veteran Columbia Heights, MN racer Dan Wheeler worked his way up from fifth and to the inside of Eric Herbison and Bazey for the lead. Once out front, Wheeler cruised to a win, a full straight away in front of eighth starting Herbison. Jason Miller started sixth on the grid and worked his way as high as third before sliding back to fourth behind Bazey at the checkers. Doug Merrill rounded out the top five.



Vance Birno photo

Carlson and Kirchner Finish Side-by-Side

By Ashley Iwanski

The fans that packed the stands were on their feet as Steve Carlson and Brent Kirchner finished side-by-side in the Kwik Trip NASCAR Late Models feature. Carlson crossed the line first to win his second feature in a row.

A late race caution brought Carlson to the front of the field in order to challenge Kirchner for the lead. Carlson was running in fifth but was able to move up to second under the double-file restart. From there Carlson was able to pass Kirchner on the outside to take the win. Kirchner didn't just hand it over though. He was on Carlson's bumper in turns three of the last lap. Kirchner moved to the outside to try to get around Carlson, but ran out of time as they came to the finish line.

The double-file restart definitely worked to Carlson's advantage tonight. "I took a fifth place car and won the race with it," Carlson said. But he may not have won if Kirchner had a little more time to get around him; "The next lap I could have caught him," Kirchner said.

Kirchner took over the lead early in the race and held onto it through the first caution that came out when Harley Jankowski and Kyle Peters wrecked in turn four. On the first restart the cars were going three-wide through turns one and two without any carnage. Two laps later Jankowski was involved in another wreck in turn four with Dean Cota. This was the end of Kirchner's lead. Carlson took over after the restart and finished half a car-length ahead of Kirchner. Shawn Pfaff, Todd Korish and Brad Powell followed to round out the top five.

Jimmy Gilster took the lead with seven laps to go in the North Country Contractors Sportsmen feature. Gilster managed to work his way out of a group of congested cars at the start of the race. After an early caution that brought the field back together, Gilster restarted second. He made quick work of then leader Jerrod Loging to take the lead and the win. Loging finished second. It wasn't over when the checkered flag came out though. Bill Martin and Mark Challet got together after crossing the finish line and slammed into the wall in turn one. Marin finished 16th and Challet 17th.

Josh Inglett and Chris Weber managed to hold onto their cars through 15 laps of chaos to finish first and second respectively in the United Auto Supply Thunderstox feature. Drivers were being black flagged left and right. Cars were being pushed and shoved all over the track. Charles Vian Jr. and Brad Warthan had come around to the checkered flag ahead of Inglett and Weber, but both Vian

Jr. and Warthan were later disqualified, giving the race win to Inglett.

The Window World Hornets heats started the night and it wasn't very long, only two laps, before a car ended up in the wall. When the features rolled around cars were all over the track, including the infield. Andy Moore walked away with a win in the first of two Hornet features. Cam Dezelske took the second feature win.

Jimmy Gilster and daughter Ella in victory lane at LaCrosse Fairgrounds Speedway
Bruce Nuttleman photo



Three-wide Late Model action at LaCrosse Fairgrounds Speedway
Bruce Nuttleman photo

This incident happened during the pure stock feature Saturday night at the Dells Raceway Park. Involved #9 Dan Clemenz of Waukegan, IL, #17 Durand Larson of Lodi, WI, #X Troy Yohn of Waterloo, WI, #24 Glen "Bic" Arendsee of Wisconsin Dells, WI and #01 Adam Johnson of Grand Marsh, WI. Everyone was OK.

Photos by Jeff Blaser



Gille Gains Ground, Rachel Sparkman Wows Crowd at Rockford

By Jordan Kuehne

You can call him the comeback man. Jerry Gille started his charge for a third consecutive title at the Rockford Speedway tonight, setting fast time and controlling the Stanley Steemer NASCAR Late Models feature, blowing past eleven cars and taking the lead on lap 10. Gille held off a strong Tim Sargent after a late caution, taking the checkers and making amends for a devastating opening week that left him behind the 8 ball early. Gille has shaved over 25 points off his deficit since week one and sits 23 points behind Sargent, well within striking range as the summer months approach. Rachel Sparkman and Nick Cina Jr. had the crowd on their feet in the Budweiser American Short Trackers headliner, trading the lead for 12 laps before Sparkman inched by the points leader on the outside at the finish line, collecting her first career feature win and earning a standing ovation. Doug Bennett, Robert Roush, and Allen Gillis also collected wins in their respective feature events.



Jimmy Ambruoso photo

Thomas, Davis, Schreiner and Mahder Score Victories at Cedar Lake Speedway

By Greg Parent

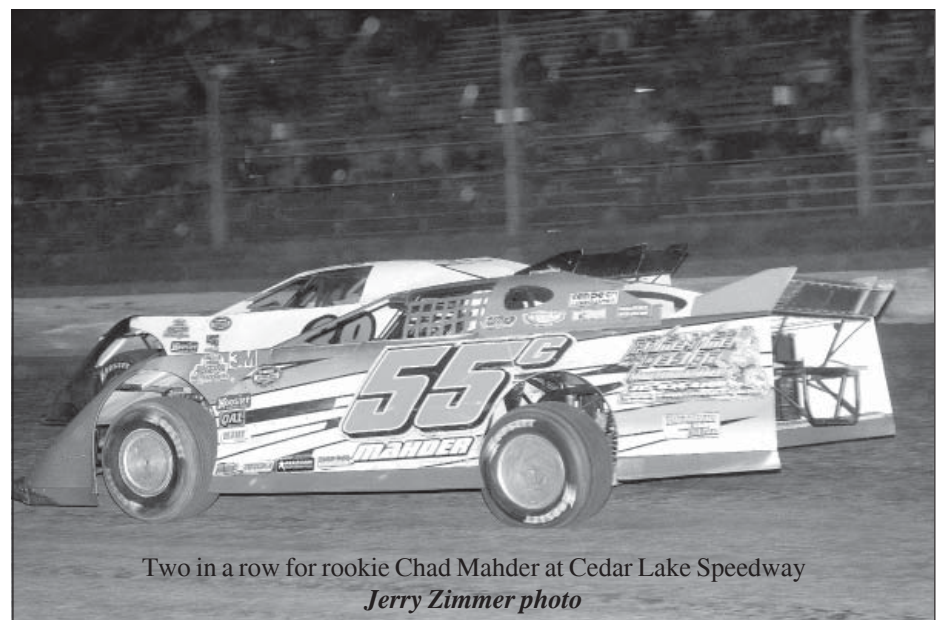
As early afternoon rain showers gave way to clearing skies, a nice spring evening for racing set in at the Cedar Lake Speedway for their sixth event of the season. All four weekly NASCAR Whelen All-American Series divisions returned to action on Saturday night May 22. In a thrilling finish to the NASCAR Midwest Modified main event, Mark Thomas raced to his first-ever CLS feature victory. Cory Davis put together a strong run to earn his second feature win of the season in the NASCAR Pro Stock division. Ron Schreiner dominated the NASCAR Modified main for his second win of the season. In the final race of the evening, Chad Mahder made it two straight in the NASCAR Late Model division as he overtook leader Adam Hensel following a restart with ten laps to go.



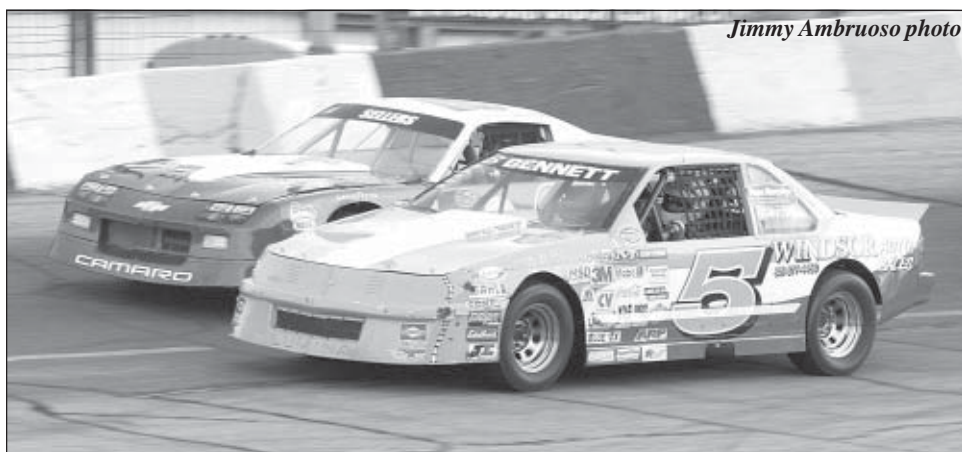
"The Coach" Mark Thomas picked up his first career win at Cedar Lake Speedway
Jerry Zimmer photo



Jimmy Ambruoso photo



Two in a row for rookie Chad Mahder at Cedar Lake Speedway
Jerry Zimmer photo



Jimmy Ambruoso photo

Coming in the next issue of
**THE MIDWEST
RACING CONNECTION**
*ASA Midwest Tour Coverage
from Minnesota*

Hanson Ends Gilomen Streak at RWP

By Mick Anderson

Burnsville racer Mike Hanson has been in the hunt all year for a Turtle's Bar and Grill Hobby Stock Feature win at Raceway Park. Starting second in the 25-lap feature right next to pole sitter and division sponsor Bryan Turtle, he knew his chances were good as long as he could stay ahead of four-time in a row winner Michael Gilomen.

When the race started Turtle held the lead for the first nine circuits until a mishap brought out a yellow flag and a double file restart. Hanson chose to start on the inside second row which put Brent Kane who had worked his way into third having started sixth on the outside front row.

When the green flag was dropped the two leaders wheels touched coming out of four causing a massive melee on the front straight. Kane known by his fans as "The Freight Train" got derailed into the wall bringing out another yellow flag and ending the Kane bid for his second feature win of the year.

Hanson inherited the lead with Joey Miller, Gilomen and Mark Hawes in hot pursuit. Miller tried every which way and loose to get around Hanson but Hanson stayed the course and got the win. The Hobby Stock war of attrition took its toll on a warm Sunday night with only nine of the fifteen-car field able to finish the heat races or feature event.



Martin DeFries photo

Lonsdale's Adam Royle, the 2008 and 2009 Raceway Park Kwik Trip NASCAR All American Series Track Champ has made it clear in the early part of the 2010 season that he's still the man to beat. After Chad Walen and Dean Cornelius grabbed early leads in the 30 lap feature, Royle inherited the lead on lap 10 after a restart put him outside of Cornelius. Cornelius and Walen got tangled up in the later going bringing out another yellow as did Molly Rhoads and Gary Petrash on lap 24.

Royle stayed out of all that action to win his fourth feature in six tries and tighten the point's race with Chad Walen. Jamie Farrell finished second followed by Ryan Johnson, Dean Cornelius, who set fast time and won the Late Model heat race, and Chad Walen.

Another racer on a hot streak was Brian Adams in the Arizonas at Canterbury Inn Mini Stocks. The Waconia based "0 Hero" was going for three in a row to catch up with Shakopee's Doug Schmitz who had already won the other three going into the night. Adams had the magic touch once again as he dominated the twenty-eight car field with Schmitz in second and Patrick Bennett, Michael Stoer, and Jason Heitz rounding out the top five. Adams, Bennett were joined by Nicholas Klug in Victory Lane by virtue of heat wins.

continued on page 20

MAREK TAKES HOME THE VICTORY AT DELLS RACEWAY PARK

After rain washed out the first attempt, the ASA Midwest Sportsman Tour finally got the chance to take to the 1/3 mile of Dells Raceway Park. On a track once criticized for its one lane racing, the ASAMST drivers proved that the weekly second groove coating is going to continue to create exciting side-by-side racing throughout the 2010 season. Shawn Utphall led the 17-car field to the drop of the green flag. As Utphall continued to stretch out his lead, Elko regulars, Chris Marek and Jerry Thomsen were in a hard-fought battle as Marek was charging to the front. Only nine laps into the 40-lap main event, the #75 of Coppernol went up in smoke bringing out the first caution of the night. Utphall continued to lead the field but local driver, Daron Fish, was not going to make it easy as he pressured Utphall for the lead. Meanwhile, Marek continued his hard charge to the front after a daring move on the outside of Kalbus to take over the position.

The excitement continued to heat up as the top five of Utphall, Fish, Aaron Cain, Marek, and Jay Kalbus were all fighting for position. Fifteen laps into the race, Marek continued to trust the outside groove and the grip the Hoosier 790 tires provided throughout the night, as he challenged Fish in a side-by-side battle for second. Marek was able to take the position and set his sights on race leader, Shawn Utphall.

With 18 laps remaining, Marek moved to the outside of Utphall to take over the top spot as the leaders were approaching lapped traffic. One of the most exciting battles of the night was between Aaron Cain and Jason Thoma. Unfortunately they made contact as they both continued to fight for position with a heated side-by-side battle.

On the restart, Fish and Utphall got together in turn two resulting in both drivers being sent to the rear of the field. However, they did not give up charging back to a seventh and eighth place finish.

With 14 laps remaining, Marek and local driver, Tuffy Myer, led the field to the restart with Jay Kalbus diving to the inside of Thomsen behind Marek. Kalbus continued working over Thomsen using both the inside and outside grooves lap by lap. Kalbus finally made the pass on the low side with ten laps to go.

As Chris Marek continued to stretch out his lead, Utphall was charging back to the front of the field after the altercation with Fish sent him to the rear. With four laps to go, Marek had the field covered. The Lakeville, MN driver took home the victory of the second event for the ASA Midwest Sportsman Tour. Jay Kalbus and Jerry Thomsen rounded out the top three.

Local Sportsman drivers, Tuffy Myer, Ron Grabarski, Bob Coppernol, and Daron Fish all had strong runs in the feature event.



Early race leader 2 Shawn Utphall & 36 Daron Fish
Doug Hornickel photo



Doug Hornickel photo

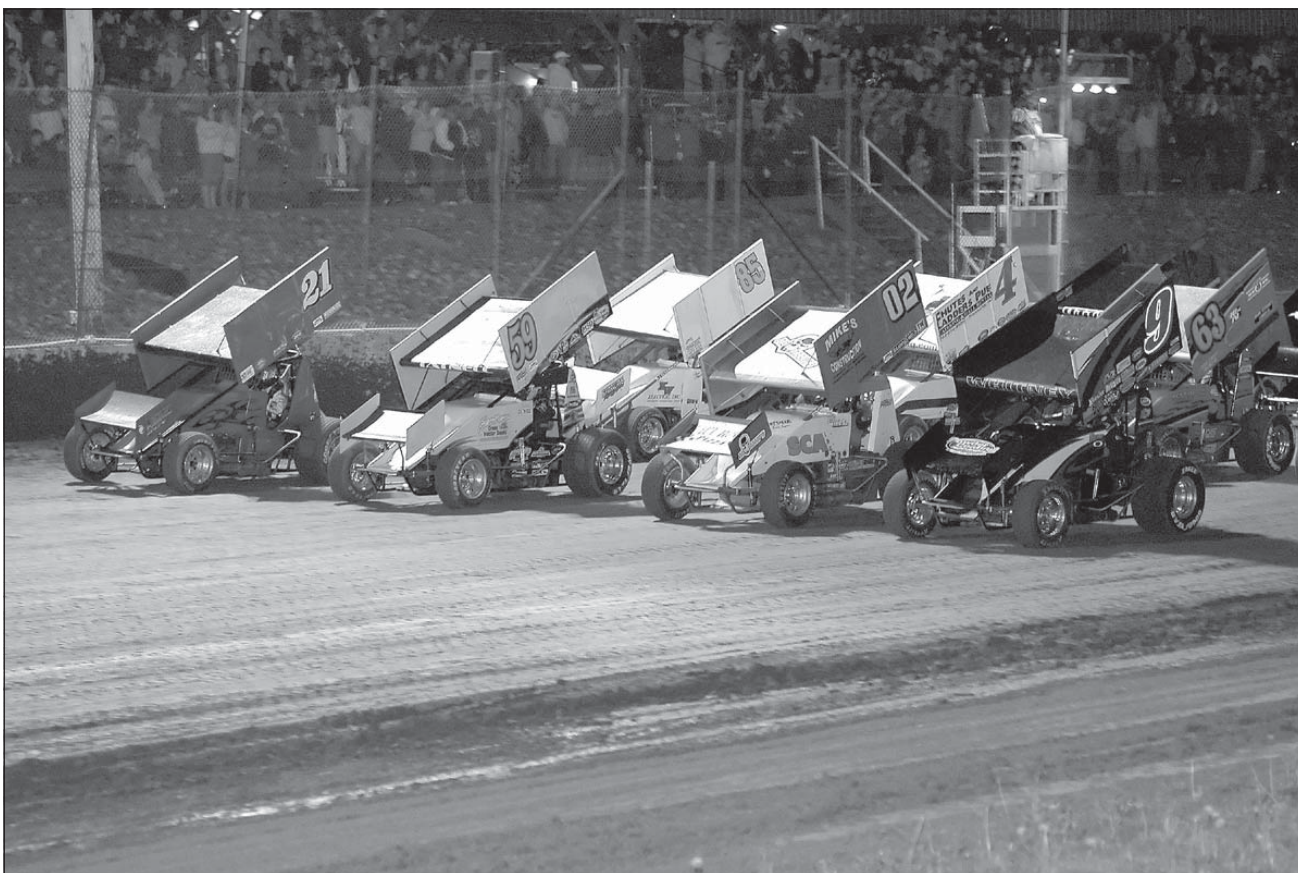
It's Tatnell Again in Rice Lake IRA Stop

By Justin Zoch

It wasn't easy and it took a little luck but Brooke Tatnell roared to his second IRA win of the young season on Saturday night at Rice Lake Speedway in Rice Lake, Wisconsin. Tatnell started fourth in the 22-car field and it was polesitter Travis Whitney who was the show for the first 2/3rds of the event. Whitney, making his first start of the 2010 season, jumped off the pole position and opened up a large lead while Mike Reinke, John Haeni and Tatnell swapped spots behind him.

On lap 15, Haeni did a 360 spin just off turn four and, despite continuing, brought out a mandatory yellow flag. Haeni would charge back to tenth. Seven laps later, the battle for the lead was on between Whitney, Tatnell and Reinke when Andy Hunt looped his number 9A in turn three in front of the leaders. Whitney went high, Tatnell went low and Reinke tagged the concrete and flipped while trying to avoid. The IRA point leader was finished for the evening.

Following a few restarts, Travis Whitney led the field back into action with just eight circuits remaining but soon dropped out with a flat left rear tire. Whitney was unable to get safely off the racetrack and brought out another yellow flag. On the restart, Tatnell got a great jump and cruised to the win. Scott Neitzel, who had two wins and two fifths in IRA action at Rice Lake prior to this stop, held off 16th-starting Bill Balog for third. Balog, from nearby Eau Claire, Wisconsin, drew large cheers from the partisans in the stands. Although the box score shows fourth place runner Steve Meyer advancing from sixth to fourth, he was involved in a turn one tangle with John Vandenberg on lap two and restarted at the tail. Meyer ripped through the field and nabbed Jerry Richert Jr. at the stripe for fourth.



The IRA four wide salute to the crowd at the Rice Lake Speedway on Saturday May 22, 2010. Travis Whitney (9) led 22 laps before shredding a left rear. Mike Reinke (02) ran strong until a late race encounter with the wall ended his night. Brooke Tatnell (59) capped off an impressive weekend by taking the Rice Lake win. John Haeni (21j) faded to tenth and would not be a factor in the outcome.

Stan Meissner photo

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The Impact Printing Bomber "Bad Boys" were up to their usual tricks swapping paint and positions as their predecessors have for years providing fans with never ending "you never know who's going to win until the last lap" action. On this evening pole sitter Justin Kotchevar was good and lucky staving off a pack of pretenders to the throne for his second feature win of the year. Previous 2010 feature winners Terry Hawes and Drew Skaja finished in the money, as would have Tim Hollen had he not spun out on the last lap with a little help from his friends. Thomas Gilles, Terry Hawes and John Zumberge took heat wins.

The always entertaining Figure 8 racing fraternity brought out the fans' usual oohs, aahs, and gasps as Ricky Martin won his third feature of the year and Todd Wilson his first.

John Lebens had a good night with second and third place finishes in the two 15-lap features. Mark Bronstad, Phillip Haluptzok, Danny Johnson, and Adam Radiske did themselves some good too with top five finishes.

Coca-Cola Short Tracker Keith Paulsrud became the division's first two-time feature winner in 2010 when he got the better of Paul Haeg, Randy Waibel, Michael Beamish and Todd Kamish in their 15 lap main.



Adam Royle picked up his third in a row, and fourth of the year (top right), Kieth Paulsrud (lower left) won the Short Tracker main event and Ricky Martin (bottom right) picked up one of the Figure-8 features at Raceway Park
Martin DeFries photos





Third-generation driver Ross Kenseth traveled to Minnesota in preparation for the upcoming ASA Midwest Tour event, and picked up a feature win. Kenseth also won the previous weekend at Winchester, Indiana. Kenseth sits second in the ASA Midwest Tour points heading into the Minnesota event. Other winners for the night included Dylan Moore, Ted Reuvers, Garrett Dollansky, Bryan Syer-Keske, Josiah King, and Aaron Hopkins

Martin DeFries photos



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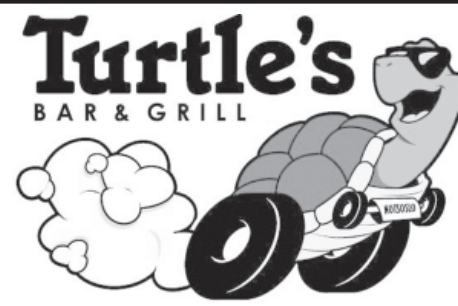
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Doug Hornickel photo

The Official Word

Mike "Lumpy" Lemke - ASA Midwest Tour

Position: ASA Transcontinental Series Tech Director/ ASA Midwest Tour Tech Director/ ASA Norway Speedway Tech Director/ A.C.E. Cylinder Head Program Manager.

Favorite Food: Grilled medium rare T-bone Steak or whatever we cook out at the track.

Family: Single— Up to 80 kids/weekend, some older than I and some younger than I.

Item you enjoy most about your weekend job: My Team / Tommy, Josh, Nick, Eric, Jason, J.B. and Alex.

Most memorable moment: ASA Transcontinental Series - Visiting South Africa. ASA Midwest Tour - Working on new and upcoming engines and chassis parts daily, to keep our sport of short track auto racing affordable and alive.

Most forgettable moment: A plane crash in Wisconsin Rapids that took a great friend and my flying instructor Neil Jacobs as he was picking up Dick Trickle.



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