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Big-8 Star Spangled Spectacular Preview

June 28, 2012 Vol. 16, No. 5

Inside...



5 Minutes with Miller



Action from across the Midwest



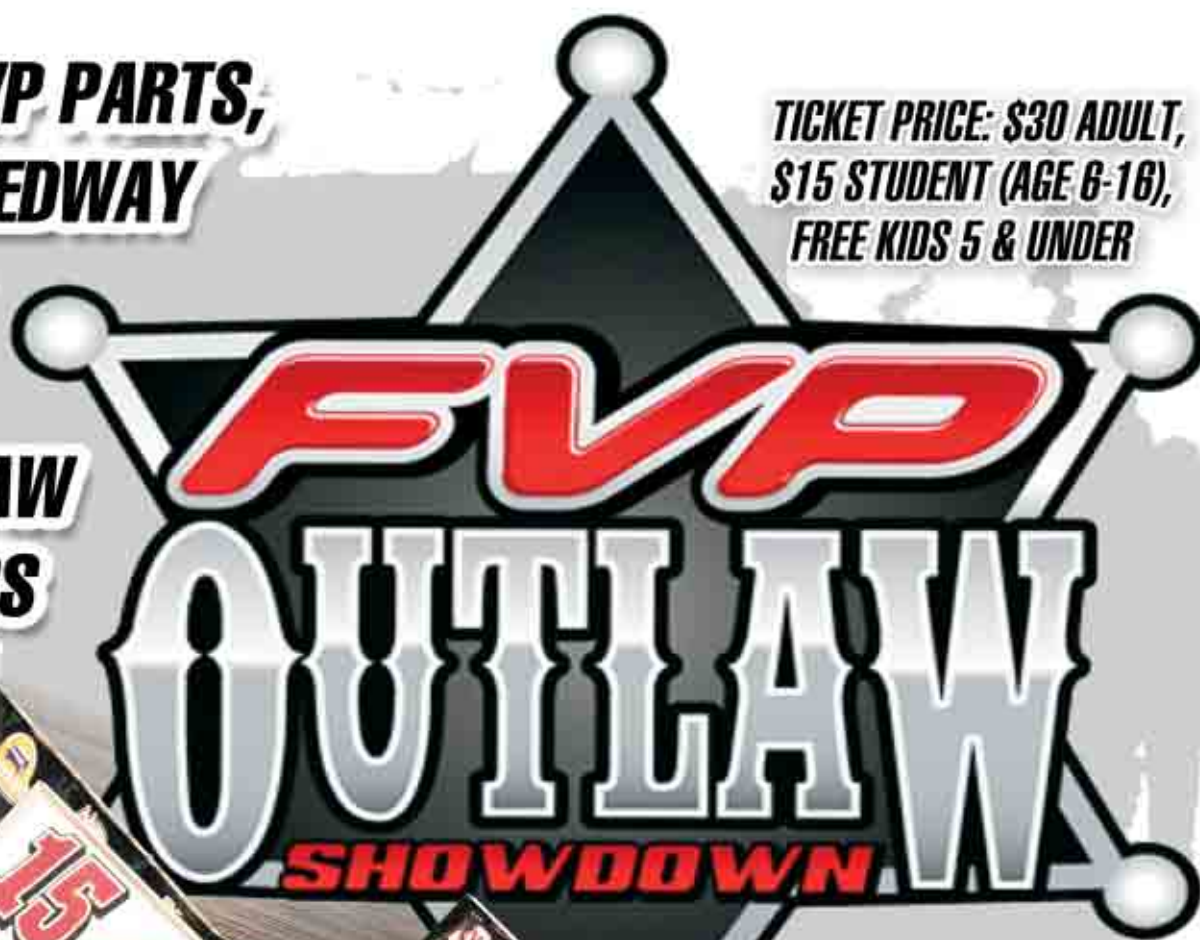
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Publisher's Note

Racing According to Plan



Dan Plan

As a short track fan, I look forward to the regular weekly show all year long. When a touring series comes to town, it's usually a little icing on the cake. Recently, we were able to witness the ARCA touring series at Elko and the UMP Summer Nationals tour at Cedar Lake Speedway. Both are great additions to the regular racing program, and give fans an opportunity to see some new drivers.

What Makes a Good Touring Series?

Sometimes touring series start out with the intention of having local drivers involved, but for one reason or another, it doesn't happen. Other times, a touring series starts out with a lot of local involvement, but eventually evolves into a "touring only series." While the racing was great in the old ASA National tour when it came to town, local guys needed a different car to compete, and it just didn't feel the same to me.

In certain areas of the country, the UMP Dirt Car Late Models will see great local participation, but this occurs at tracks that have rules that more closely resemble the UMP rules. The ASA Midwest Tour has rules in line with most of the area tracks, and gets great local support at some tracks, and not so much at others. In both of these cases (UMP and ASAMT), drivers I've talked to indicate the tire costs are what keeps them from running against the touring stars when the big show comes town. I wish I knew the answer to the tire deal, and some ideas seem pretty simple to solve the problem, yet it's hard to get everyone to agree on what is best for the sport. Some drivers might like the idea of limited new tires, and others wouldn't, but it sure would be cool if more local drivers could compete when a touring series come to town.

What I enjoy most about a touring series coming to town is when the local drivers are able to compete against the travelers. The United States Modified Touring Series (USMTS) has been a welcomed addition to the Masters the last few years, and has given several local drivers the

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Bruce Nuttleman photo

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Going in Circles



Charlie Spry

So often every young person who gets involved in racing sets the goal to immediately try to literally set the racing world on fire and get noticed by someone in the upper echelon, who can “make it happen” for them. Sometimes you find someone who just likes to race and let the chips fall where they may. Columbus 151 Speedway street stock racer Ben Hewitt is one of those people.

Ben is now in his third year of racing a street stock type car here, this coming after many years of kart racing. Ben, who is now 16 years old, has actually been driving since the tender age of four years. His first race came behind the wheel of a kart at age five, with plenty of racing to come, as he and his parents traveled to places near and far, making 45 out of 60 races on the schedule when he was six years old. He did some racing with the kart on oval tracks, but had a couple of big wrecks, then decided to go back to road course racing, which he really enjoyed. His home track was at the Badger Kart Club in Dousman, WI, although he actually chased races all over the country.

At age 8, Ben finished second in the championship points, and then won the following year, setting five track records along the way. At this point, they were doing more WKA national events, and in 2006 he scored his first national win. Some disappointing events also go along with the success, as Ben noted, “We also went all the way to Daytona to race. Got one lap in and got a flat tire. All that way to get that kind of result, it’s pretty disappointing,” Said Ben. Besides Daytona, other trips to Charlotte, Pennsylvania, Indiana, Illinois and all over Wisconsin would find Ben competing. Another disappointing event would happen in 2007, as Ben noted, “We were leading the national points going into the final race, and mechanical failure resulted in a DNF. This made us think more about chasing points, and why we don’t really focus on that, even now.”

Following these disappointments, Ben moved up to the Junior class, winning some regional championships. “At this point, we knew we were going to get into car racing, so that was our plan for the future. We figured going right to a late model would be a mistake, but I drove a four cylinder car once and didn’t really think that was for me. The sportsman/street stock division seemed like a good fit.”



Going to a practice at Columbus 151 Speedway, Ben’s Dad noticed a “For Sale” sign on Craig Oliver’s car, and a deal was struck. So, after purchasing the car in late 2009, the 2010 season would be Ben’s first try in a full size, rear wheel drive race car. “At first, I opted to start in the back of the pack to kind of get my feet wet, and get a feel for the car. I could at least keep up with the pack, so that was an accomplishment at that point,” said Ben. Finally, we decided that I had a good handle on the car, and should start where I was supposed to. On July 4th, I started on the pole for the feature, and led every lap and got the win. That was real exciting! I had won a couple of heats before, but to win the feature, that was a real accomplishment!” Ben would go on to finish 5th in points in his first year in the car.

It was still quite a change from his previous racing, as Ben said, “When we were racing the kart, we were one of the people to beat, everyone knew us. When we went to racing the car, people didn’t know much about us. It took awhile for the other drivers to trust me and race with me. Now, all the big guns will race wheel to wheel with me and trust me.”

In 2011, Ben would continue to build on his success, having at this point already established himself as a top contender. He won two features and finished third in points, even after having engine issues the last part of the season. With continually moving up the ranks, one would think that Ben is totally focused on trying to win the points title, but that is not the case. “We figure that we try to win races, that is the goal. That is how you get points anyhow. We learned from the kart racing that chasing points just is not fun, in fact it can be downright disappointing. So, we

try to win races and let the points fall where they may.”

Ben has shown adaptability to the full size cars, as his car didn’t even have power steering when purchased. His Dad noted, “When we got the car, we asked him if he wanted power steering in it, and he said, “nawwww.” On the way home after the first race he said that maybe that would be a good idea!”

Ben has thought about the future, and plans on going to college for motorsports engineering. “I want to do something I like and be involved in racing,” said Ben. “For now we will take it as it comes and see what happens with the driving part. Clearly, a young man with a focus on the future.

Ben’s dad (Joe) also noted, “when he was a youngster, we made a deal with him. “I said, if you work hard in school, stay out of trouble, don’t mouth off to the teachers, and the school isn’t calling the house all the time that he is in trouble or something, we would get him the best equipment we could afford. He has held his end up of the deal, and is even on track to finish his high school credits early. Ben really likes road racing, and sometime in the future we may get a car for that, but we aren’t millionaires, either.”

Ben has many sponsors who help with his racing efforts, including R&R Insulation, Hometown Liquor, Fairway Auto Auctions, Zimbrick Honda, Diesel Specialists of Madison, and Competition Graphics. He would also like to thank his Mom, Dad, Grandparents, and anyone who has come out to watch or help.

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Auto Racing Facts, Observances and Opinions



Dale P. Danielski

You could say "Well it's about time" (No, not that Jr. Earnhardt won a Cup race.) as we finally took in our first dirt track racing action at Mississippi Thunder Speedway here Friday June 15th. Although partial to pavement since that's my upbringing in racing we can definitely appreciate some good three wide, side by side mud-slinging from time to time. That's exactly what's going on at the Bob Timm promoted MTS and they were at their sideways best on this occasion.

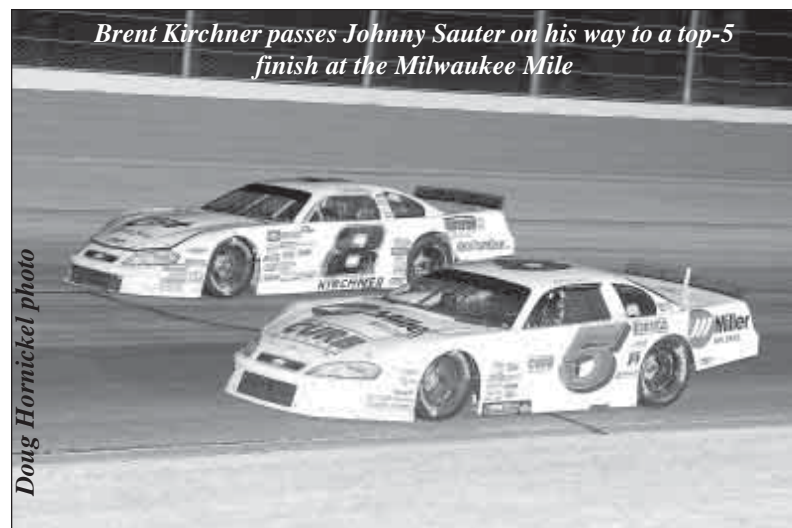
But before you see any action at the track upon arriving at the facility you will see the continued improvements being made. The track used to be practically concealed with trees bordering everything but the front stretch, which is no longer the case. All the trees including those on the backstretch have been removed with the pit area now extending to that point. With a number of huge car count special events being held at the track the change will

indeed make it easier for teams to find a spot to park their rigs. And, a facility is only as good as it's racetrack and the reasonably new clay surface is now settling with a tacky, fast track with little dust now the norm rather than the exception.

I've been known to be pretty critical of programs that drag on and MTS has had that problem the last year or so. Not so anymore as cars were lined up and ready to go for each race and yellow flag clean up was fast and efficient. A show over with by 10:00pm is perfect and MTS accomplished that on this night. They've actually been that efficient for quite some time now and that will undoubtedly put more butts in the seats.

Another area I tend to have disdain for is

attempting to qualify for the ASA Midwest Tour event at the Milwaukee Mile. Out of the over 70 cars to take time Kirchner, considering he's never competed in this Series



Brent Kirchner passes Johnny Sauter on his way to a top-5 finish at the Milwaukee Mile

Doug Hornickel photo

Todd Korish #32 is leading the NASCAR Late Model point standings at La Crosse Fairgrounds Speedway



divisions of racing that all look the same. At Mississippi Thunder the 600 Modifieds are anything but look a like to the racing in this area. They are actually mini-versions of East Coast Dirt Modifieds which I have, and still think are one of the coolest appearing divisions anywhere. The 600 group are no slouches on the racetrack either, as they really get up and go around the 3/8 mile clay oval.

In other racing action it was Touring star Kelly Shryock paying a visit to the track and promptly walking away with the bulk of the loot in the modified division. What looked like a relatively easy win for Shryock proved to be anything but at the end as Lucas Schott utilizing some lapped traffic got within a car length at the finish only to come up a bit short. Bob Timm, Brad Waits and John Doelle rounded out the top five finishers.

Here and there... We had mentioned in our last effort Brent Kirchner

before, qualified a pretty amazing 2nd. Such notables and major event winners Scott Wimmer, Kelly Bires, Tim Schendel and Ross Kenseth didn't even make the race let alone qualify that well! The effort was no fluke either as he backed it up with a solid 5th place finish in the 150 lap main event. Kirchner plans to race at least twice more in the Series, at Iowa Speedway and during Oktoberfest at La Crosse Fairgrounds Speedway. Of course if you hadn't heard it was Travis Sauter winning the race which is another huge feather in his cap as he is developing a knack for winning bigger, high profile events in the last couple years... Todd Korish is really frustrated with the way his race car is handling, he's leading the NASCAR Late Model points at La Crosse Fairgrounds Speedway. Defending Champion J. Herbst has one of the, if not the fastest NASCAR late model at the track this year and he finds himself 5th in the points and facing major repairs on his wrecked car. It was all a result of yellow flag fever at the track this past Saturday night June 23rd as all divisions of racing suffered through caution flag waving wrecks and carnage. It seems if the accidents start happening early in a program it just sets the tone for the rest of the racing night. That was the case here as the Hornet division started the evening off with numerous over exuberant drivers deciding to drive through rather than around each other. One driver

Dale's Picture from the past



#41 Bruce Sparrman racing in 1974

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Dirty Talkin'



Kris McMartin

I thought that a severely broken leg and Mother Nature were going to completely ruin a much anticipated Masters Event for me, fortunately I was wrong. The local racers would miss out on the Masters event as storm after storm coming through the area Thursday dumped upwards of six inches of rain canceling opening night. The only good part of that was an extra day for the swelling to go down in my cast and to get used to moving around with the aid of crutches.

As a more favorable weather day came in on Friday, I was looking forward to what I was sure to be a stout field of talented drivers with both the USMTS Modified's as well as the UMP Late Models. I was very concerned that with

all of the rain that the fans would have to settle for a heavy, hammer down fast but no passing track. I have never been so wrong. The Cedar Lake Speedway track crew prepared an awesome racing surface which provided fans with some fantastic racing on both nights.

The UMP late model feature race on night one ran from green to checkers in a little less than 7 minutes with some great racing and there was passing all around the track with many racing three wide to gain track position. Billy Moyer Jr took the trophy and the large check home both nights and he did it with such style it had me thinking look out racing world Mr. Smooth Jr is coming into his own. While there were a few more cautions in the Modified race the racing was great with multiple grooves and plenty of passing.

While there was rain through the early morning of Saturday it stopped early enough for the track crew to prepare the pits and the track for a repeat of night one racing. I would say, while the Late Models took night one in excitement, the USMTS Mods put on quite the show for us on night two. Rodney Sanders of Happy,

The Masters in spite of Mother Nature

TX took the top spot from his 7th place starting position and took home the trophy as well as the \$2000 payday but there was plenty of great racing all around and a local regular CLS Mod driver Brent Larson taking 5th.

I considered this weekend a great preview of what will come in early August for the USA Nationals a three day annual event at Cedar Lake Speedway that will bring a very stout field of drivers, large car counts, capacity crowds and a ton of great racing. I hope to see everyone there!



Stan Meissner photo

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Five Minutes with Miller

The Midwest Racing recently caught up with Big-8 Late Model driver, Jeremy Miller, following his big win at The Milwaukee Mile. Here are the highlights from our five-minute conversation.

How cool was winning the Big-8 race at Milwaukee?

That's right up there with some of the big wins. That was probably the biggest Big-8 race we've had so far, and it was pretty cool to be able to win the first one at The Mile.

You also have another big win at Milwaukee, back in 2005 with the Five and Drive MidAm car, correct?

Yeah, we won the Mid Am race that weekend. I think they had the MARS Super Late Model Series back then, and we won the Super Late race that weekend also.

You set fast time at the Mile this year, started seventeenth and were able to work your way to the front. Was there something different with the track this year, or your car, that allowed you to make your way to the front from deep in the pack?

We started shotgun on the field a while back in an ASA Crate Late Model race, and finished second that day. I really don't know what it is. I really like going to the outside there and a lot of guys just like to run around the bottom. I seem to find a lot of grip, and not a lot of guys want to go out there. My car is usually really comfortable out there, so it works out good.

How do you adjust as a driver when going from possibly the smallest track on the Big-8 tour (Columbus) and then the next race at Milwaukee?

At Milwaukee, the biggest thing there is corner entry. If you can get your car in deep there, it seems to help you off the corner. If you can get in farther than you probably think you should, it usually helps you. It seems at Milwaukee, if you back the corner up, you end up being throttle-tight off the corner. I watched a lot of the Super Late guys, and it seems like that's the way the fast guys got around there.

You've run well at LaCrosse, but haven't picked up a win yet. Is there one area that you need to concentrate on for the two races there this year?

LaCrosse has been rough on me. We've run in the top-5, and I've also wrecked the car there. We went and tested late last year and then my dad was sick, so we weren't able to make the last race. The car was really good when we



Mark Melchiori photo

tested, and finally think we hit on something. I'm going take all of that stuff back when we go to LaCrosse and see if we can't sneak out a win. I would love to win there.

Are there any similarities to LaCrosse and your home track of Madison International Raceway?

Not really. The corners are so flat and wide at LaCrosse, at Madison there is a lot of banking. It seems like you are in the corners for so long at LaCrosse and you lose a lot of side grip. That's one of the items (side-grip) we worked on in our test last year. I hope it works.

What do anticipate with the Big-8 race in LaCrosse during the July 4th holiday?

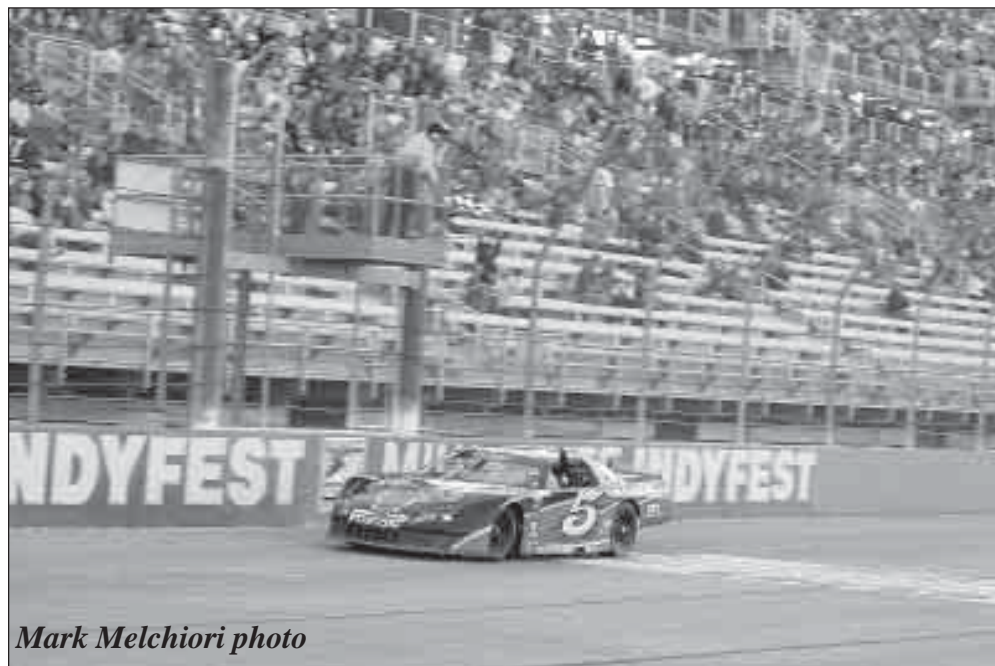
It's been weird when we go there for Oktoberfest. Some years its 30 degrees and snow, and other

years 80 degrees and you get sunburned. The hotter it is, the harder it will be to pass. I'm not sure how this one is going to go. The race is at night, so that should help. I expect a lot of the LaCrosse guys to show up and race with us. I think it will be a good race.

You have also been doing some Super Late Model racing this year also. What are your plans for that ride?

We have ten shows picked out. We're going to do all of the Madison Triple Crown shows, and

we going to do both of the Madison ASA Midwest Tour shows. We also ran Wausau, and qualified well, just didn't finish all that well. We ended up second a few weeks ago at Madison behind Nate (Haseleu) and qualified second. We're getting a lot better with that car; it's just a little different animal than the Big-8 car. It's taken me a little bit of time to figure out what it wants. We're starting to come around now, and starting to really run good. We're actually starting to figure out what to do with it.



Mark Melchiori photo



Mark Melchiori photo





Big-8 Star Spangled Spectacular Preview

Mark Melchiori photo

The Big 8 Late Model Series rolls into LaCrosse Fairgrounds Speedway for a Holiday Special event on Tuesday Night July 3rd. Twenty four of the best weekly competitors from across the region will take the green flag in the 48 lap Star Spangled Spectacular. This will mark the first regular season visit to the 5/8 mile paved oval facility in West Salem, WI which will also host a Huge Fireworks Extravaganza, the North Country Contractors Sportsmen and United Auto Supply Thunderstox on this night.

Currently the top five in the LaCrosse NASCAR Kwik Trip Late Models standings have indicated their intentions of protecting the home turf. Current point leader Brent Kirchner, defending track Champion J. Herbst, Brad Powell who has recorded three Big 8 top fives at LaCrosse, former Big 8 winner Todd Korish and 2010 Champ Shawn Pfaff will lead the LaCrosse charge against the out of town boys.

Hot off his big win at the Milwaukee Mile on June 12, three-

time series Champion Jeremy Miller will look to turn his LaCrosse luck around after posting a runner-up finish and a win in his last two series outings. Miller's best performance at LaCrosse came after a fifth place effort in 2007. Perhaps the driver most looking forward to the July visit is Kyle Shear who won the JMCK 63 at LaCrosse last fall after passing



Bruce Nuttleman photo

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thirty-four cars. Rockford Speedway Champ Ryan Carlson, Rookie sensation Jesse Bernhagen, former Jefferson Champ Casey Johnson, Wisconsin International standout Cory Kemkes and former Dells Champion Mike Ehde will be amongst those Big 8 drivers to watch.

The series has crowned their season Champion at LaCrosse's Oktoberfest Race Weekend annually since the inaugural Big 8 Series season in 2005. Those seven events have seen six different winners with the local stars snagging the bragging rights in three of those events. Two wild card drivers to watch are former ARTGO Challenge Series Star Jon Lemke who led the majority of last year's 68 lap Oktoberfest event before finishing third and Corey Jankowski a former LaCrosse Sportsmen Champion who is always tough to beat in West Salem.

PAST LACROSSE BIG 8 SERIES WINNERS

2005- Mike Beyer
2006- Todd Korish
2007- Andy Burgess
2008- Ross Kenseth
2009- Ross Kenseth
2010- Steve Rubeck
2011- Skylar Holzhausen

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Publishers Note from page 3

opportunity to compete against the touring stars.

It wasn't all that long ago that a USMTS show in this area of the country would have few (if any) local competitors. The rules between a USMTS car and a local NASCAR/WISSOTA car are different, but the cars are competitive when lined up against each other. They run different tires, different motors and different spoilers, but everyone seemed to be on equal ground during the Masters.

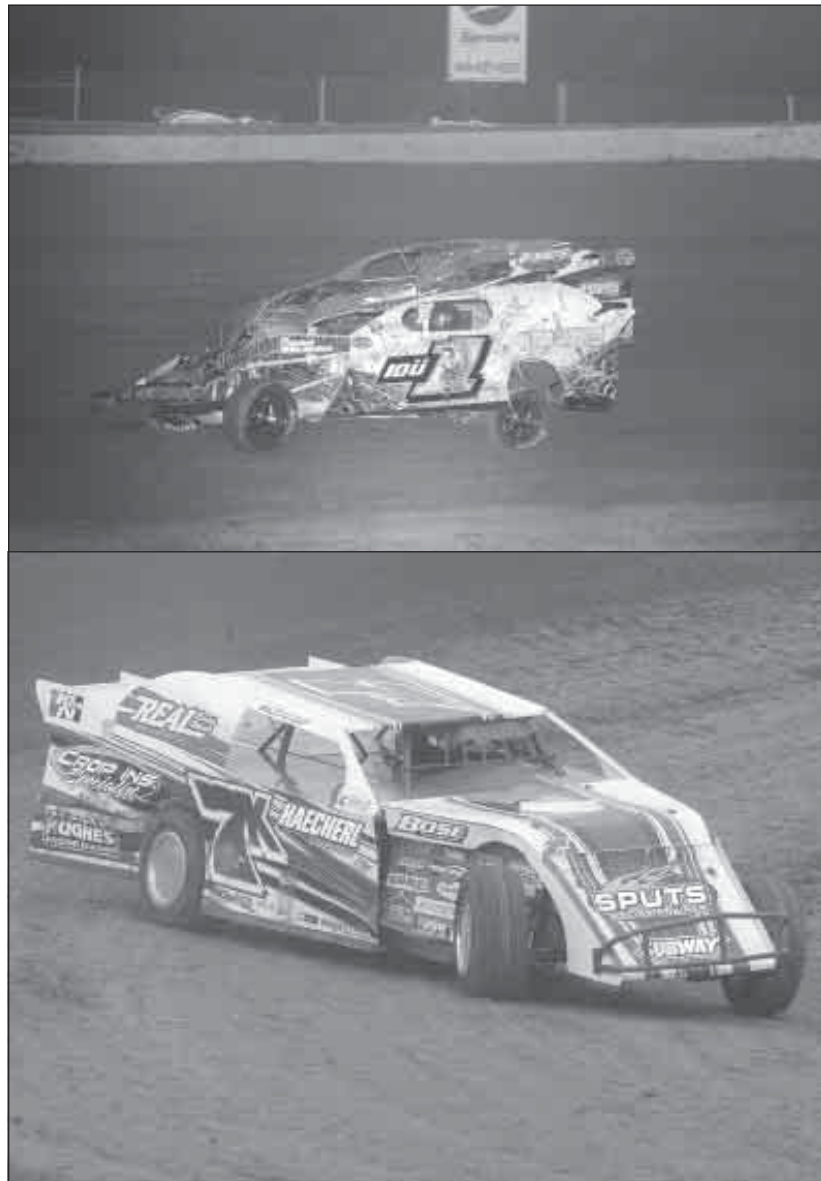
This year's event at Cedar Lake had about a dozen local drivers competing against about 30 touring drivers. That's something that adds to the show in my book. When you can sit back and see how the local guys compete against the travelers, it gives you a sense of pride for the "hometown" team. Guys like Dave Cain, Joey Jensen and Brent Larson all picked up top-five finishes over the course of the weekend. When you're racing guys like Ryan Gustin, Jason Krohn and Happy, Texas driver Rodney Sanders, that's a pretty good day for the local boys.

Miscellaneous news and notes:

One of the unique items to come up in the last few years to help make a big event even bigger is an event known as the FANS Fund. With the rising costs of racing, the idea was hatched to raise money to offset expenses for drivers traveling to the USA Nationals at Cedar Lake Speedway. The first year of the FANS Fund was 2008, with many items added along the way to reward the drivers and the race fans that participated.

We've had the opportunity to meet the founder of the FANS Fund (Rich Olson) on several occasions in the past. One can only imagine the amount of work that goes into coordinating this deal. Unfortunately, Rich decided to step down from his role with the FANS Fund over the winter, and many thought the program had come to an end. A few weeks ago, the announcement was made the FANS Fund

will continue again for 2012 with long-time race fan Tom Emerson heading up the efforts this year. We here at MRC are glad to see Tom step up to the plate to keep this deal going. If you're interested in learning more about the FANS Fund, check out their website at www.fansfund.com.



Top photo, Brent Larson in a NASCAR/WISSOTA type Modified runs toe-toe with Ryan Gustin in a USMTS car.

Bottom photo, USMTS regular Jason Krohn ran strong all weekend during the Masters at Cedar Lake Speedway

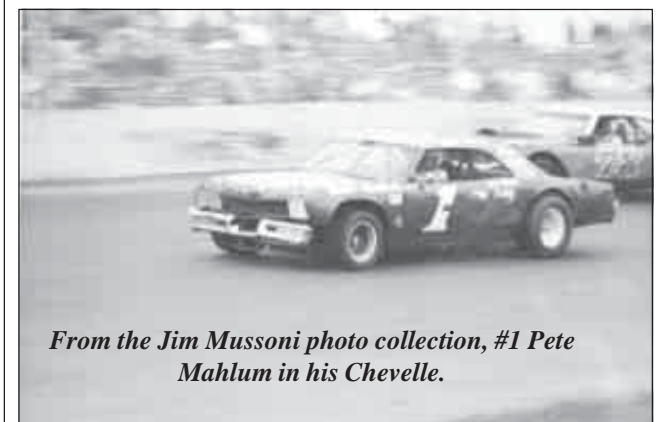
Rick Blewett photos

Racing Observations from page 5

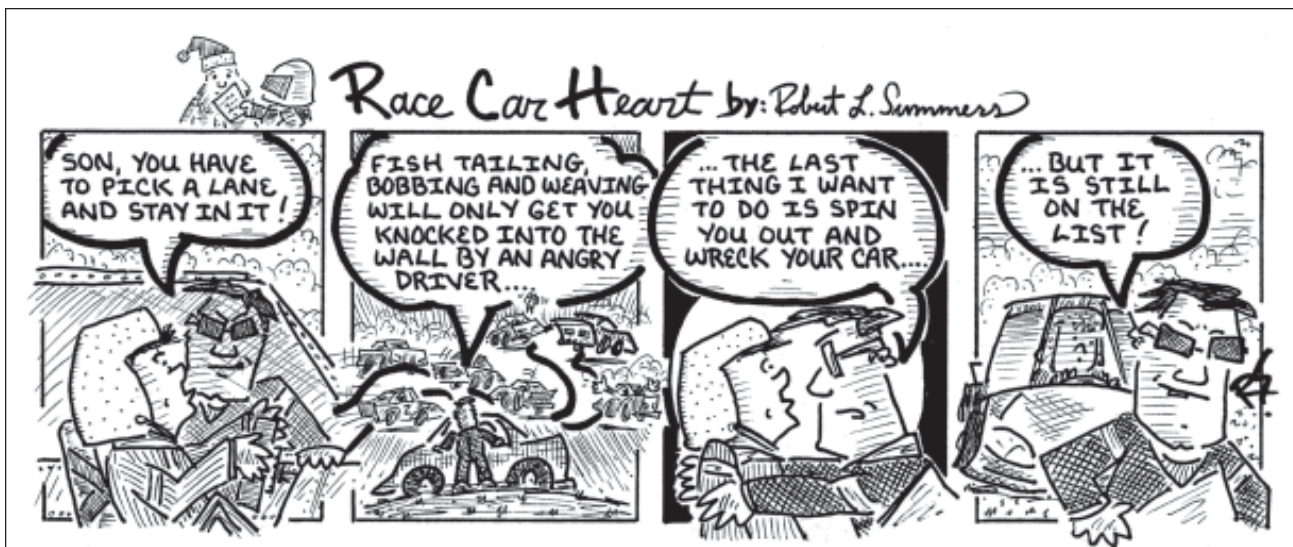
that managed to miss all the projectiles was Harley Jankowski who benefited from the wrecks to take his first career NASCAR Late Model Feature. Korish took his ill handling mount to a second place finish and moved into the point lead. Herbst who was in the midst of taking the lead from John Olson in the Feature with just 5 laps to go unfortunately got caught up in an Olson who was looking for his first career NASCAR Feature win, Bob Manske, (Lapped car) and himself mess, which sent Herbst and Olson into the wall and Manske spinning. Brent Kirchner who led the points going into the night was involved in two incidents which led to his finishing a lap behind the leaders in the main. He's now 3rd in the point rankings. One thing is for sure folks will be coming out in big numbers next week to see what will happen next!

Looking back on Friday night, June 11th, 1971, it was Marv Marzofka taking another Feature win at La Crosse Interstate Speedway. Dale Walworth took the Semi-Feature with heat race wins going to Lyle Nabbefeldt in his 1957 Chevy and Larry Behrens in a 1969 Chevelle. The Trophy Dash winner was Bruce Sparrman in a 1971 Chevy Monte Carlo. And in a special Sunday afternoon show at the track June 13th it was Dick Trickle taking the 20 lap Feature win followed by Tom Reffner, Dick Schultz, Jim Back and Bruce Sparrman driving the 7Up numbered machine. The 12 lap Semi-Feature went to Pete Mahlum with Lyle Nabbefeldt and John Scott trailing. Heat race wins went to Mahlum and Trickle with Reffner taking the Trophy Dash. Fast qualifier for the day was Back at 21:40 seconds around the 5/8 mile paved oval.

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



From the Jim Mussoni photo collection, #1 Pete Mahlum in his Chevelle.



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The Inside Dirt



Stan Meissner

Daredevil Nik Wallenda recently walked 1800 feet across Niagara Falls on a high wire. Wallenda is a seventh generation member of the "Flying Wallenda" family. I can relate. Sometimes when I write this column I feel like I'm walking a tight rope with all eyes trained on my every step. I'm up for the challenge when I'm on familiar ground but sometimes I find myself in unfamiliar surroundings which can make the process more difficult. This was the case on June 15 and 16 when I attended the Masters, an event that

now features UMP Late Models and USMTS Modifieds. My only choice was to balance the best I could on that wire, say a little prayer, and look for a theme to weave into the weekend's happenings.

Car counts were excellent, we saw 41 USMTS Modifieds on Friday along with 37 UMP Late Models. On Saturday night Modified numbers held steady while the Late Model count dropped to 32. The explanation I heard was that a few of the local drivers felt that their motors weren't competitive and opted to sit out or go elsewhere on night two. As is the Cedar Lake tradition prior to big multi day shows a complete program was scheduled for the weekly classes on Thursday night. Unfortunately Ma Nature had other plans and put a huge damper on opening night handing the weekend off to UMP and USMTS.

I didn't have to search very far for a theme for this year's Masters. Billy Moyer Jr. aka "Kid Smooth" swept the weekend. Billy's father is known as "Mr. Smooth" and Sunday was Father's Day so, Masters weekend was one that all the dads and sons in attendance had to enjoy. Even those of use who don't follow the Late Models and Modifieds closely had to be impressed with the results. When the dust settled on Saturday night Moyer Jr., Brady Smith and the night's pace setter Shannon Babb scored podium finishes. The following day in keeping with our Fathers Day theme we watched Dale Earnhardt Jr. capture his first win in four years and 143 starts at Michigan on Father's Day.

I'll admit to briefly considering running up to Ogilvie on Saturday night for the UMSS winged Sprints but decided to hang in there and take in night two of the Masters. I'm not sure exactly how much rain CLS received but someone said 4" which sounded about right considering the amount of mud on my shoes. This is by no means meant to be critical (I'm balancing on that high wire again) but Friday night saw some soft spots in the turns that challenged the drivers and had me considering other options. Saturday was much better and I don't regret my decision to

return for night two of the Masters but the Sprint Car addiction briefly crossed my mind. Tony Norem took the Ogilvie win with Brooke Tatnell picking up a victory in Lansing on the 22nd. The UMSS along with A Mods, WISSOTA Midwest Modifieds and the Traditional Sprints will appear at the Saint Croix Valley Raceway on Friday June 29. The event is the Kouba Memorial and it should be a great evening of racing. That is where I plan to get my next open wheel fix.

My next stop was Back to the 50's at the State Fairgrounds from 9:30am to 2pm on Friday June 22. Normally I wouldn't take note of the time but in this case I made a last minute decision while walking the streets of the Fairgrounds to attend racing at the Saint Croix Valley Raceway that same evening. My back and legs reminded me why I don't normally do two events in one day but it was worth the effort. Back to the 50's boasts 11,000 cars and I can't dispute those numbers. I managed to capture over 300 images without people obstructing the view of the cars which in itself is almost as difficult as crossing Niagara Falls on a high wire. By the time you read this column my photos will be posted at gotomn.com so you can check out a cross sampling of some of the awesome cars that caught my eye.

After stopping home to dump photos, grab my flash batteries and reorganize the camera bag I headed east to SCVR for a night of racing. This was a special night for the Midwest Modifieds as the Feature winner would earn the honor of representing SCVR in the WISSOTA 100 Race of Champions this September in Huron. Josh Brazey would survive a wild Feature and come to rest in Victory Lane with a flat left front tire and torn up body work. Greg Gunderson once again towed up from Sioux Falls to support the UMSS Micro Sprints in their first season as a SCVR weekly class. Gunderson set a blistering pace to win his third Feature event over three other cars. I didn't put a stop watch on the Micros but they appear to be as fast as any of the full up race cars I saw on the SCVR quarter mile including a few A Mods that ran some practice laps. I hope the Micros generate more interest because it would be a ball to watch a full field of these cars. Greg's last race prior to SCVR was at Worthington in southwest Minnesota where there were 17 Micros in attendance.

The race that had everyone talking on this night was the Traditional Sprint Car Feature. Katrina Sautbine led a good portion of the race with Denny Stordahl and Kevin

The Inside Dirt continued on page 14



Stan Meissner photo



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Martin DeFries photo

Grant Brown

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Hometown - Prior Lake, MN

Class - Bandolero Bandit Division

Favorite candy bar - Butterfinger

Favorite TV show - Duck Dynasty

What do you like most about racing? - Just being out here with everybody else, and having fun.



John Hunter Nemecheck, just turned 15 and picked up the fast qualifier award at the Milwaukee Mile.

Doug Hornickel photo

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The Inside Dirt continued from page 10

Bradwell in pursuit. Bradwell spun out, was sent to the rear and quickly worked his way back to the front. Kevin made a banzai charge threading the needle in true "win it or wear it" fashion with three cars side by side to the line in a photo finish. The Traditional car count at six was down a little on this night with Johnny Parsons III racing with the UMSS winged cars in Lansing, Rob Caho Jr. sitting out from both divisions due to some health issues and several other no shows. In our last column I predicted that the future looks bright for the UMSS Traditional Sprints and I'm going to stick with my prediction. My foot slipped off the high wire for a split second on this prediction but I am confident that fields will rebound so you might say that I caught myself before taking a fall. By the way, Denny Stordahl's Mohawk helmet was worth the price of admission. Denny's unique helmet design would go unnoticed in any other class with a roof or wing casting a shadow but is clearly visible in a Traditional Sprint Car.

Returning to fathers and sons the World of Outlaws Sprint Cars will be rolling into Cedar Lake on Friday night July 6. At the time of this writing the last four World of Outlaws winners were Kraig Kinser at River Cities on June 15, Sammy Swindell at Fargo on June 16, Steve Kinser at Dodge City, Kansas, on June 22 and Kraig Kinser at Dodge City on June 23rd. Much anticipation centered around Kevin Swindell joining the field at Dodge City as Kevin doesn't do very much Outlaw racing. The fathers set the pace on Friday with Sammy finishing second behind Steve. Friday saw the sons mid pack with Kraig 11th and Kevin 12th. Saturday was son's night as Kraig bested his father Steve who followed up the previous night's win with a second. Sammy's car broke a wheel at the start of the Feature forcing him to make repairs before a lap was in the books. Sammy would bring it home in 11th, Kevin posted a 14th place finish.

Sammy has had success in Wisconsin as he leads the Cedar Lake all time win list at six with Steve Kinser scoring five CLS WoO trophies. Donny Schatz broke a long dry spell in CLS WoO competition and has now scored two wins as has Minnesotan Craig Dollansky. Cedar Lake always produces some very exciting World of Outlaws races and the Friday night race date has allowed some of the Knoxville drivers to compete with the Outlaws. Aside from saying that the World of Outlaws drivers will be in attendance I'm not going to go out on the high wire without my balancing pole and make any predictions. That would be akin to standing on that wire on one foot and hopping which is probably safer than predicting who's going to join the Outlaws. With Princeton off the WoO schedule this is as close to home as Craig Dollansky gets and he'll want to perform well in front of family, friends and sponsors. Suffice it to say that we should see a great show and I'm never surprised by who



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Stan Meissner photo

Stan Meissner photo


pulls in the back gate which makes this night a lot of fun.

For those of you with an adventurous spirit the annual Cedar Lake Firecracker takes place the following night. Camping is free for the WoO/Firecracker and it's a great weekend to spend at the race track. It looks like I could soon be the owner of a mini van so I might be joining the campers if I can resolve some logistical problems.

The rainy pattern we have been in lately seems to be breaking and we're heading into the time of the year when there are a ton of special events. With that thought in mind I'll see you at the races!

Streking Moyer Jr. Wins Cedar Lake Speedway Summer Nationals Opener

Billy Moyer Jr. outran the field at Cedar Lake Speedway on Friday night leading all 30 laps en route to his second Hell Tour win of 2012. The victory was also the Batesville, Ark., driver's second career DIRTcar Summer Nationals triumph.

Moyer earned \$5,000 by outdistancing Muscatine, Iowa driver Brian Birkhofer whose late race pass of Brian Shirley netted him the runner-up spot as Shirley of Chatham, Ill. crossed the line third. Moyer Jr.'s father Billy Moyer started and finished fourth. Defending Firecracker 100 winner Jimmy Mars of Menomonie, Wis., rounded out the top five.

Moyer Jr. Sweeps Cedar Lake Summer Nationals

Everyone on the DIRTcar Summer Nationals tour knows now that Billy Moyer Jr. isn't messing around after the 25-year-old driver won the 50-lap Cedar Lake Speedway finale on Saturday night worth \$10,000 and increased his win percentage on tour to 75% in the process.

Moyer grabbed the lead on the opening lap and wouldn't relinquish the top spot over the course of the main event withstanding a late run by Solon Springs, Wis., driver Brady Smith that saw Smith make multiple attempts at Moyer Jr. with less than 15 laps remaining. Smith would settle for the runner-up spot and 3-time Summer Nationals Champion Shannon Babb finished third. Pole sitter Jason McBride of Carbondale, Ill., finished fourth and Chatham, Ill., driver Brian Shirley rounded out the top five.

Gustin Grabs Cedar Lake Summit Modified Nationals Opener

-Ryan Gustin of Marshalltown, Iowa, won the opening round of the DIRTcar Summit Racing Equipment Modified Nationals at Cedar Lake Speedway for the second consecutive year on Friday night leading all 35 laps en route to a \$2,000 payday.

Gustin fended off multiple attempts to lead from second place finisher Rodney Sanders of Happy, Texas, and a late race charge by local Dave Cain of Corcoran, Wis., to take the win. Joey Jensen of Forest Lake, Minn. Finished fourth and Dereck Ramirez rounded out the top five.

Stan Meissner photo



Sanders Charges to Cedar Lake Summit Modified Nationals Finale

Rodney Sanders of Happy, Texas, charged from a seventh-place starting spot to win the DIRTcar Summit Racing Equipment Modified Nationals main event Saturday Night at Cedar Lake Speedway. Sanders not only took the win, worth a nice \$2,000, but also claimed the DIRTcar Summit Modified Nationals point lead in the process. Jason Krohn of Slayton, Minn., would hold on to his second-place starting spot and hold back third finishing Jon Tesch of Watertown S.D. Pole sitter Zack VanderBeek of New Sharon, Iowa, finished fourth and Brent Larson of Lake Elmo, Minn., rounded out the top five.



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Sunday, July 15

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Sunday, July 22

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buses. 30-Lap Bomber Feature with on track
introductions
6 PM

Sunday, July 29

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20-Lap Figure 8 Feature with on track
Introductions. The Hope Kids
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Dean & Jason Talkin' Racin'

Dean Reller

Once again it was an eye opening weekend for me as I made the trek south to the Iowa Speedway in Newton, Iowa. Two days of racing at hand, with several series that I have only experienced on television. USAC (United States Auto Club) racing had Midgets and Silver Crown cars racing on the 7/8ths mile track. Normally, these cars race on much smaller tracks, which vary from dirt to pavement configurations. Midgets are a Sprint Car's little brother. With a 4 cylinder engine and a very small wheelbase, these cars have the get up and go and the big track offers plenty of speed. Starts and restarts were exciting to watch as they darted off three-wide into the turns. Bobby Santos Jr. emerged as the winner in the 30 main event. Next up was the Silver Crown cars. These are a Sprint Car's bigger and more powerful brother (substantially bigger than the Midgets). The huge V-8 engines pared with the longer low slug chassis, made these cars much louder and faster than the Midgets. When the green waved at the start, lower tire pressures made for a visual spectacle as sparks poured from underneath as the cars bottomed out in the turns. As the 100 lap race wore on, the sparks would disappear as tire pressures built up. Kody Swanson would take the lead as Bobby East stayed right behind. East tried to find a way around and the determination paid off as he finally took the lead with 56 laps complete. Once in front East would move away from everyone, lapping most of the field in the process as he tore the win.

The Star Mazda cars were something I had very little knowledge of. That is somewhat surprising as I thought I have heard about just about every kind of car that races. The Star Mazda cars look like a smaller, simpler version of an IndyCar, but with a 1.3 liter rotary engine. Sage Karam won the rain shortened event.

The Firestone Indy Lights were in action as well, but due to the late afternoon thunder shower, the race was moved

from a 5:05 PM start to being run after the IndyCar race. The cars took the green at 11:47 PM for the 115 lap, Sukup 100. This blurry eyed reporter watched the IndyCar developmental series run the race rather quickly with Esteban Guerrieri taking the win.

It was a history making weekend at Iowa Speedway for the IZOD IndyCar Series as Friday heat races were run for the first time ever. Instead of single car qualifying, cars were placed into heats based on their practice times from the final practice. The top 8 cars were placed in a fast heat with positions 9, 10, 11.....placed in odd and even heats. Graham Rahal and Tony Kanan won the odd and even races, while two-time Iowa Speedway winner Dario Franchitti won the fast heat, putting him on the pole.

Saturday's IZOD IndyCar Iowa Corn Indy 250 was delayed by rain, not taking the green until 9:40 PM. For pole sitter and pre-race favorite Franchitti, things never got going as he blew up during one of the early pace laps. Helio Castroneves took command as he and James Hinchcliff fought hard early on. Hinchcliff would snatch the spot, but after a round of pit stops, Castroneves would be back in front. E.J. Viso and Will Power made contact to bring out a caution. Castroneves looked to have the race well in hand, but during green flag pit stops, he would surrender the lead to Scott Dixon. Castroneves would get the lead back after Dixon pitted, but Hinchcliff's spin ended his good night and

Even Rain Can't Stop the IndyCar Action at Iowa Speedway

allowed Dixon to get the lead back with 54 laps to go. Dixon was challenged by Marco Andretti as Ryan Hunter-Reay slowly reeled in the leaders. Hunter-Reay would get by Andretti and then set his sights on Dixon. With 12 laps remaining, Hunter-Reay would pull off the pass in turn one. Two laps later, Andretti would get by Dixon for second. Katherine Legge's spin with two laps to go, would end the race under caution as Hunter-Reay led his Andretti Autosports teammate Andretti to the checkered flag. The win was Hunter-Reay's second straight after winning in Milwaukee just one week earlier. Despite the rain delay, my first IndyCar race offered plenty of excitement and that's exactly what every race fan wants. I think I'm hooked.

**IndyCar teams prepare for the Iowa Corn 250 at
Iowa Speedway in Newton, Iowa.**

*Photo courtesy of The Midwest Racing
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Schneider rolls to dominant win at Elko

By Jim Burns

Martin DeFries photos

New Markets' Jason Schneider saw a true "reversal of fortunes" in a seven day time frame, as he went from the depths of despair following engine woes one week earlier to the top of the mountain as he used a new TESAR Engineering power plant to lead the final 36 laps, scoring a dominant NASCAR Super Late Model win at Elko Speedway.

Schneider began the 40 lap NASCAR Whelen All American Series headliner on the outside of row two and quickly followed Rick Burns around pole sitter Paul Paine, moving to second on lap three before the caution flew for a spinning Joe Garofalo. On the ensuing restart, Schneider drove deep into turn one and his momentum carried him around Burns for the lead, with Chad Walen and Matt Goede diving under Paine for third and fourth. With Schneider now setting the pace over the 22 car starting grid, Walen and Goede made successive passes of Burns on laps nine and ten to move into the top three, but the effort needed to make the passes only increased Schneiders advantage.

As the field neared the midpoint, Schneider led Walen by seven car lengths, before Goede charged to the runnerup position on lap 18, with Nick Barstad and Donny Reuvers joining the top five two laps later. As the fans began to stir, it was Goede making a late, diligent charge but this was Schneiders night to shine as the Cedar View Electric Chevy crossed under the checkers 1.134 seconds in front of Goede, with Reuvers, a fast closing Adam Royle and Barstad earning top fives.

The Big 8's featured a great early battle between Michael Beamish and Darren Wolke, with the tandem racing side by side for the first six laps before Wolke settled in at the point before the caution flew on lap eight as Mike Pederson and Mitch Weiss locked horns entering turn three, forcing cars to scramble high and low to avoid. On the restart, Wolke again powered to the lead over Beamish, with Lawrence Berthiaume, Chris Marek and Doug Brown closing quickly. As Wolke continued to set the pace, Berthiaume reeled in Beamish and took second with five laps remaining, while Jake Ryan found room to roar from seventh to third one lap later. Ryan's late charge would come up short however as Berthiaume continued his late race heroics bypassing Wolke for the lead on lap 22 and cruised to the win over Ryan, Wolke, Marek and Brown. With the late race charge, Berthiaume earned the MONSTER Performance of the week.

The Thunder Cars once again entertained with 20 determined starters chasing Ted Reuvers and Eric Campbell for the opening three laps, with defending divisional Champion Brent Kane sliding under Reuvers on lap four before the first of three cautions flew to slow the field. On the first restart, Kane and Conrad Jorgenson raced by Campbell to battle for the lead, with Dustin Mann and James Lindgren dropping Reuvers from the top five on lap eight.

With Kane able to regain the lead, Mann closed on Jorgenson taking second on lap 12 before the second caution flew as Greg Borchardt lost the handle on his ride after some contact. The action went back green with Kane again setting the pace over Mann and Jorgenson before the final caution flew on lap 19 as Bryan Turtle's mount caught on fire. On the final restart, Kane held off Mann to earn the win, with Lindgren edging Jorgenson for third and Campbell holding on for a top five.



The Legends saw Michael Ostdiek and Benny Van Cleve swarm around pole sitter Alex Akey on the opening lap to move to first and second before racing contact sent Ostdiek spinning wildly in turn three on lap three to force an early caution. On the restart, with both leaders on pit road it was Todd Tracy charging to the point with Tyler Sjoman quickly on his bumper, with Pat Zandstra, Shon Jacobsen and a fast closing Tim Brockhouse in the top five by the midpoint of the 20 lapper. Once he reached second, Sjoman roared to the outside of Tracy to take the lead and from there he set sail to earn his fifth straight feature win, with Zandstra powering by Tracy for second and Brockhouse coming from 20th to third.

Topping off the action were the Power Stocks and Shawn Evans paced the first three laps before Josiah King powered to the lead on lap four before John Lebens motor expired on lap five dropping fluids in turn three bringing out the caution. Following a brief cleanup, King led the field back to the green with Tom Doten, Darren Waltermann, Taylor Goldman and Bryan Wrolstad in tow. As the action remained "clean and green" over the final 17 markers, King was able to hold off repeated challenges to earn his

second win of 2012, with Doten second, Waltermann third, Goldman fourth and Paul Hamilton fifth.



Caution Filled Late Model Feature Shakes Up Points Standings

*By Ashley Iwanski
Mary Schill photos*

The stands were packed for Fan Appreciation Night at La Crosse Fairgrounds Speedway, and the fans weren't disappointed as Harley Jankowski took the checkered flag in the Kwik Trip NASCAR Late Model feature. Jankowski's luck came on lap five when the ugly side of racing showed its face.

The race winner was in fifth, when leader John Olson and J. Herbst, who was running second, were side by side entering Turn 1. Herbst had been trying high and low to get around Olson and just couldn't make it stick. As they entered the corner, the duo met up with lap car Bob Manske and that's when it happened. All three cars made contact. Olson slammed into Herbst so hard the hood flew off of his car and the two leaders went crashing into the outside wall. The top four drivers were taken out as Jeremy Wagner and Matthew Henderson, who were running third and fourth, respectively, were also caught up in the wreck. Until then, Olson was able to hold onto the lead through 20 laps and three previous cautions.

Branden Berg and Scott Rand started the chain of events after making contact entering Turn 1 on the third lap. The two went spinning like tops collecting Adam Moore. The caution allowed the Top Dogs of the Speedway, including Herbst, to move up through the field. Another caution came out seven laps in. Cars were all over the place on both ends of the track. Manske skidded into the infield in the middle of Turns 1 and 2, while Berg, Steve Owen and Moore were all collected in a crash in the middle of Turns 3 and 4.

The third caution was brought on by Brent Kirchner, who was leading the points standings entering the night. Kirchner had been having trouble with his car all night when he spun out in the middle of Turn 3 and 4. Todd Korish, who started mid-pack, placed second followed by Cole Howland, Shawn Pfaff and Mike Carlson. Korish took over the points lead with 319. Brad Powell remains in second (314) while Shawn Pfaff and Kirchner are tied for third (311).

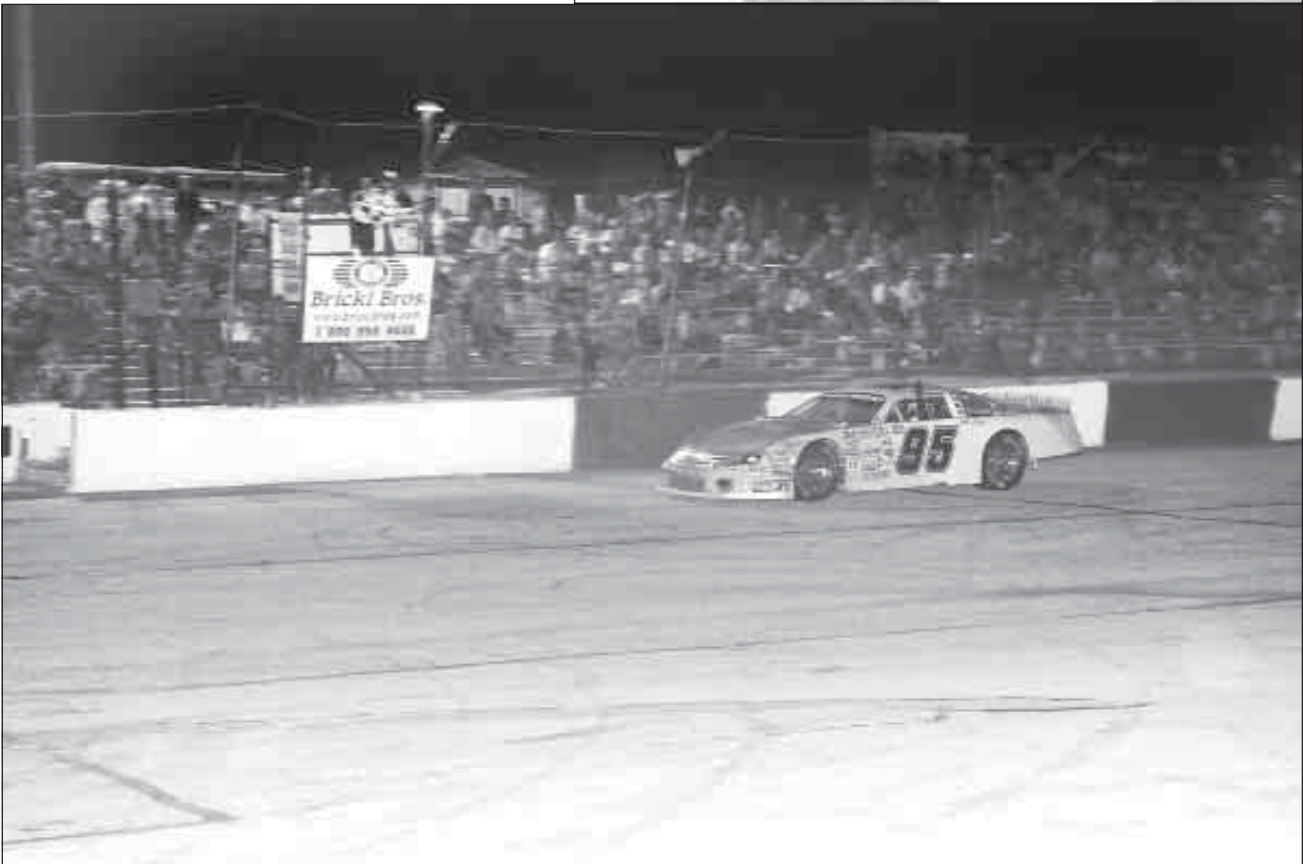
Rick Schermerhorn won the North Country Contractors Sportsmen feature that also wasn't lacking action. As soon as the green flag dropped, Schermerhorn was looking for the lead and the action began. Bill Martin and Jake

Arneson made contact coming across the start/finish line. The entire field was on their brakes as the two cars were sideways down the frontstretch. Three laps later Schermerhorn was trying to take the lead from Brian Hesselberg when Brandon Grady spun out on the frontstretch, hindering Schermerhorn's shot to take over the field.

It only took two laps before the final caution came out. Brandon Berg, Martin, Hesselberg and Jason Backus were a tangled mess in Turn 1 and 2 after two cars made contact. But the caution allowed Schermerhorn to stay in second and eventually take the lead from Randy Humfeld. Humfeld held on for second. Matt Inglett finished third, Arneson fourth and Jamie Dummer fifth.

Adam Moore stayed strong through the United Auto Supply Thunderstox feature to capture a feature win. Nathan White and Wayne Smith both brought out cautions during the race. White spun three laps in and Smith spun on lap seven.

The Window World Hornets were also out, and had two caution-filled features. Nick Scholze ended up on his side in the first feature at Garrett Thicke took the win. And Larry Holets won the second feature.



Walen Does it Again

By Kevin Busse

Minnesota's Action Attraction, Raceway Park in Shakopee, lived up to its name this past Sunday night with incredible NASCAR Whelen All-American Series action during each and every event.

In the American Short Tracker feature, Justin Schelitzche of Lester Prairie started on the pole next to Plymouth driver Dave Reed, in an event filled with contact and side by side racing. At the green flag, the top drivers stayed in a tight group until 13 laps to go, when Reed went wide out of turn 4 which set up a 3-way battle for 2nd place when others tried to pass on the inside, that resulted in a multi-car spin entering turn one which brought out a caution. At lane choice, Schelitzche was joined at the front by Farmington driver Todd Kamish, who shot to the lead at the restart, but had to regroup when Charlie Pehrson of Prior Lake got together with Hastings driver Mike Dimmick in turn two, sending Pehrson spinning into another caution. Once again it was Kamish and Schelitzche at the restart, with New Prague driver Jeremy Roche in the move to third with 10 laps remaining. The top two drivers extended their lead into the closing laps, until Justin made a last attempt to get to the point with 3 laps to go, when he went to the outside to try and overtake the Farmington racer. At the line it was Kamish crossing just ahead of Schelitzche, with Pehrson finishing in third.

One sentence describes the NASCAR Super Late Model event... "Walen does it again, but this time he had to work at it." At the start, it was Shakopee driver Derek Lemke, making his first appearance behind the wheel at Raceway Park this season, and Joe Prusak of Minnetonka joining him on the front row. Lemke took the early lead, followed closely by Jordan driver Johnny Hentges who moved into second place around Prusak with 28 laps to go. One lap later, Walen began his move, passing Prusak for 3rd, and then working his way around Hentges to take 2nd with 25 laps remaining. On-track action was heating up, when Goodhue racer Bryan Roach spun after trying to pass Prusak on the inside entering turn one, resulting in a caution. Lane choice placed Walen to the outside of Lemke, and at the restart the two drivers battled back and forth for the lead until Walen was barely able to clear with 21 laps to go, as the Shakopee driver stayed on his bumper. Roach was gaining ground from his earlier spin, moving in behind Hentges with 18 laps remaining, and then given third place 2 laps later when Hentges pulled into the pit lane after his car suddenly slowed on the front straight. Both Walen and Lemke continued their battle with 12 laps to go while extending their lead over the Goodhue driver by almost a quarter-track length. Race fans could see Roach frantically moving the steering wheel trying to keep the car under control at full speed, charging forward and trying to close the gap, slowly moving in on the two leaders as 6 laps remained. However, three laps later Walen was able to break free from Lemke, which resulted in Walen getting his 7th feature win of the season at Raceway Park, followed closely by Lemke, Roach in third, with Prusak settling for fourth place.

The Mini Stock feature began with a side-by-side battle for the lead, as pole sitters Jay Heitz of Chaska and Farmington's Mike Arends took turns at the top spot until 17 laps to go, when Bloomington racer Jeff Driver joined the lead group. Heitz locked in the lead and began to pull away as Driver pulled along side of Arends, and then passing the Farmington driver to take second. Positions behind the leader changed rapidly in the following laps, as Todd Tacheny of Mankato passed both Arends and Driver

to take 2nd with 13 laps to go, followed quickly by Chaska driver Tom Sibila, who had Jack Purcell of Bloomington tailing his every move on the track. With 8 laps to go, and Heitz starting to lap slower cars, it was a 5-way battle for second place, consisting of Jeff Driver, Joe Tacheny of Mankato, Sibila, Purcell, and Todd Tacheny all weaving back and forth for position in a tight pack of racers. With 5 laps to go, Sibila tried to make his move on the outside, clearing around Driver, as Purcell once again followed, sticking to Sibila's rear bumper. At the checkers it was Heitz crossing with the win, Sibila in second and Purcell a close third.

The Bomber feature had Mike Stoer of Shakopee starting along side of Belle Plaine driver Kyle Campbell, with Stoer taking the lead at the green, as Ramsey's Eric Prindle overtook Campbell to move to second. With 17 laps to go, Tim Hollen of Richfield made the move to third place, leaving the top three drivers in a chase for the lead spot. Hollen made several attempts to take the lead, and was finally able to take the point when the group began to lap slower cars, using the traffic to his advantage to get around. Both Hollen and Stoer were able to build their lead by 5 laps to go, and at the close it was Hollen with the win, Stoer in second, and Prindle several lengths back finishing in third.

The Bandolero division is for drivers 14 years of age and under, and these younger competitors joined the racing action this past Sunday night, putting on a great show for the race fans. Jared Duda of Saint Michael took the opening lap lead over Donovan Michaud of Maple Grove, as a battle for third developed between Grant Brown of Prior Lake and Lakeville driver Brody Wulf. Both drivers were able to pass Machaud with 6 laps to go, moving into second and third, with Brown moving in behind the leader with 4 laps remaining. At the checkers it was Duda with the win, Brown in second, and Wulf taking third just ahead of Derek Miles of Kenyon.

The Great North Legends were also in action this past Sunday, With Buffalo driver Pat Zandstra taking an early lead over Luke Hommerding of Alexandria. Webster driver Tim Brockhouse passed Hommerding with 10 laps to go, moving to second with his sights set on the leader, but just couldn't close the gap enough to make a pass. The Buffalo driver started to build up his lead in the final 3 laps, leading to the win, and leaving Brockhouse to settle for second ahead of Hommerding who finished third.

The first Wild'n'Crazy Figure-8 feature of the evening had action everywhere but the "crossroads of doom" in a caution filled event. Mark Bronstad of Maple Plain started next to Lakeville driver Kari Miller, but as the green flag waved Miller's machine began dumping fluid coming out of the turn, putting her out of the race and leading to a complete restart. Mankato's Todd Tacheny found himself next to Bronstad at the green flag, with the Maple Plain driver moving to the lead

and Tacheny giving chase. Caution waved again with 13 laps to go as Rick Martin of Lakeville and Dennis "The Menace" Barta of Richfield tangled in the pit turn, partially blocking the track. It was Bronstad and Tacheny again at the restart, with Burnsville driver Todd Wilson moving to third, and being chased by Shakopee driver Matt Dickey with 11 laps remaining. Ricky Martin of Farmington was moving through traffic quickly and joined up with Dickey 1 lap later. 8 laps to go another caution slowed the field as Barta blew a tire in the highway turn, sending his car to the pits. The restart had Bronstad and Tacheny battling for the lead, but another yellow flag waved when Shakopee driver John Lebens got together with Louie Ansolabehere of Minnetonka in the pit turn. With 6 laps to go and a single-file restart, Ricky Martin was able to move around Tacheny to take second, and 2 laps later had the Farmington driver looking in on Bronstad to challenge for the lead. However, Martin blew a tire in the final 3 laps, resulting in a Bronstad win, Tacheny second, and Lakeville driver Danny Johnson working his way up to a third place finish.

The second Figure-8 feature gave Danny Johnson the chance to finish what he tried to do in the first feature. Taking an early lead over Minneapolis driver Joel Johnston, while Dennis Barta raced Prior Lake's Steve Dahler for the third position. John Lebens joined the group with 13 laps to go, as Johnson began to build his lead. 2 Laps later, Lebens got around Johnston to take 2nd, with Barta settling into third. With 9 laps remaining, the Shakopee driver was closing in on the leader as Ricky Martin, who started the race at the back of the pack, moved up into 6th place, and then worked his way to 4th in the final 4 laps. With 2 laps to go, it was Lebens and Johnson battling for the lead, but the Shakopee driver couldn't get around before the finish. Johnson got the win, Lebens a close second, and Martin in third.

The IMCA Old Timers brought their vintage race cars out in an exhibition event that brought back memories of Raceway Park in the 60s and 70s. Paul Dolphy, driving a 1969 Ford Torino that was raced by his father in the 1970's, won heat action earlier in the evening. The feature win went to Mike Hed, who drove a 1966 Chevelle that was a local sportsman car back in the day, followed in second by Jim Heiland of Arlington, who drove the restored 1970 Chevy Nova that was originally driven by Midwest racing legend Bob Jusola "The Flyin' Finn" in the early 70s, with third place going to Terry Bartick in a 1976 Vega Modified.



Martin DeFries photo

May Gets Second Win, Lawver 101st at Rockford

*By Kraig McCay
Jimmy Ambruoso photos*

Eddie May held off a determined Matt Berger to record his second career NASCAR Stanley Steemer Late Model win Saturday Night at Rockford Speedway during Cintas Scouts Night. Scott Lawver registered his one hundred and first feature victory at the high banked quarter mile oval on a night which also saw seventy-two year young Gene Marocco find his way into victory lane at the conclusion of the RockStar Energy RoadRunner feature. Indiana native Lamont Critchett wheeled his way to the Illini Racing Series Midget triumph and Tim Dickson proved that his Ford was Built Tough in the first ever Tough Truck Tug-of-War.

When the dust settled after a lap 6 restart, it was a two man show at the front of the Cintas 30. Eddie May, the former Lake Geneva Raceway Champion found himself in a knock out, drag out brawl with Matt Berger over the final twenty laps. All eyes were glued to the leaders as Berger pressured May in true short track action, high, low and a few taps for good measure just to let him know he was there. May ever the veteran was unflustered and held off each attempt his counterpart through his way to steal the lead and win away. May, who recorded his first Rockford victory on May 19 would repeat the feat, leaving Berger in the runner-up position. There were some intense moments from third on back throughout the event and young Matthew Clossey impressed again holding off seven time Champion Ricky Bilderback and two time Champion Jerry Gille as the three of them completed the top five running order as race's end.

Many drivers appeared to have the car to beat in the Bargain Hunter Sportsman 25 lap main event. Doug Bennett and Mike Beyer worked their way through traffic as the two fastest qualifiers started deep within the field. Scott Lawver was joined by Rob Goodman and Justin Sellers in a three car breakaway at the front as Beyer, Bennett, Daryl Gerke and rookie Johnny Robinson II swapped positions seemingly every lap as they sought the lead trio. Robinson II eventually prevailed ahead of that group and worked the inside line to his advantage, getting past Sellers, making a daring move on Goodman, but he would run out of time to catch the six time track Champion Lawver. Goodman held onto third at the stripe over

Bennett, while Sellers recorded another top five effort.

The open wheeled excitement of the Illini Racing Series Midgets lived up to its billing Saturday night, bringing the fans to their feet. Patrick Bruns applied the pressure to late race leader Lamont Critchett over the closing eight laps trying the high side, down by the infield grass and anywhere else looking for the advantage. As the white flag flew, a bobble out of turn two by Critchett opened the door for Bruns to make one more dive low for the win but it was Critchett taking the winner's hardware back across state lines to Indiana. Fast qualifier Sean Murphy finished a strong third followed by Mike Gass and young Derrick Gough.

A new line-up system in the RockStar Energy RoadRunners has given a new outlook to Gene Marocco. Full field inverts put the fastest drivers right in the mix of all of the action when the green flag flies. Marocco claims he is having a lot of fun with it and Saturday night's Cintas 20 was no different. Jeff Allendorf secured the lead just after the half way point as he sought his first career win but Marocco squeezed underneath Allendorf out of turn four with four laps remaining. The runner-up spot went to current point leader Bobby Frisch, Allendorf turned in a solid third place run ahead of Dennis Smith, Jr and Howie Ware.

Ten of the biggest and baddest trucks were entered in the first ever Tough Truck Tug-of-War and when the tire and diesel smoke cleared it was Tim Dickson emerging victorious in his Ford.



Tatnell Tops Tostenson At Chateau Raceway UMSS Show

By Greg Parent

Brooke Tatnell was back in the #86AU sprint car on Friday night June 22 at the Chateau Raceway which also meant he was back to his winning ways in Upper Midwest Sprintcar Series (UMSS) action. Tatnell, who is leasing the car from his good friend and fellow Aussie David Craft, has been nearly unbeatable when he makes an appearance with the UMSS in that car. With an engine leased from Goerges Racing under the hood, Tatnell found himself in a thrilling battle for the top spot following a lap six restart. Two laps later, Tatnell drove from third to first and went on to score his third UMSS win of the season on a fantastic evening for racing.

With the usual double round of UMSS qualifying races in the books, top point driver Jason Tostenson redrew the #4 pill for the feature race invert. This put 2011 UMSS Champion Jerry Richert, Jr. on the pole flanked by Scott Broty along with 2010 UMSS Rookie of the Year Jared Goerges and Tostenson in row two. Broty immediately blasted into the lead at the drop of the green, piloting the potent Olson Motorsports #34 sprinter. Richert held the second spot for the first three laps before Tostenson drove by. Tostenson, racing for a new team this season based out of St. Cloud, was making his third start of the season in the R & D Motorsports #36 sprinter. Six laps into the race the first of three cautions blinked on for a

spin. What took place in the next few laps was amazing. A terrific battle ensued for the top three positions between Broty, Tostenson and Tatnell who had worked his way up to third from his seventh starting position.

With the leaders slicing, dicing and trading slide jobs back and forth, Tatnell drove by both Broty and Tostenson on lap eight. Broty held the runner-up spot through lap 13 when the race was slowed for the second time. On the restart, Tostenson got by Broty for second. One final caution with 16 laps scored put Tostenson right behind Tatnell on the restart. Tatnell was too strong and drove to the victory. Tostenson turned in his best finish so far in second followed by Scott Broty in third. Broty's finish allowed him to take over the current UMSS point lead. Austin Johnson returned from a crash about a month ago to run a very solid fourth place. Johnson's familiar blue #81 sprinter was strong on longer green flag runs. Jerry Richert, Jr. rounded out the top five. Chris Graf charged from the back of the pack to finish sixth while Chad Patterson, Anna Kouba, Sye Anderson, and Jennifer Eriksen completed the top ten. Eriksen was making her second start of the season after making repairs following her Elko crash back in April.

Tatnell thanked his crew for giving him a strong car and also thanked Chateau Raceway for hosting the UMSS

while being interviewed in Victory Lane by track announcer Todd Narveson. "This was a fun little track to race on," stated the popular Aussie who makes his US home in Forest Lake. "Hopefully we made some new sprint car fans tonight here at Chateau. There were some exciting laps and plenty of action after that first restart," continued Tatnell. With his win, Tatnell surpassed his brother-in-law Jerry Richert, Jr. as the career feature win leader in the UMSS. Richert will be looking to even things up again when the UMSS races next Friday night at the St. Croix Valley Raceway.

Heat races were won by Sye Anderson, Scott Broty and Jason Tostenson. Tostenson topped the first Challenge Race while Jared Goerges came home the victor in the second Challenge Race. Last year's winner at Chateau, Andy Jones, was unable to be on hand. Jones' grandfather is seriously ill, and he was at the hospital along with other family members. The Mastell Racing #73 is hoping to return to action next Friday night.

Rookie racer James Broty got upside down after contact with the turn four wall during heat race action. Broty had led the first four laps before Tostenson slid by underneath him. Brodie McKeown was making his first UMSS start of the season, but his team chased mechanical gremlins all night long.

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

505-82870.....Stock Clutch, T-10.....\$149.99
505-8287.....Remote Bleed Kit.....\$55.99
505-82871.....O-Ring Service Kit.....\$11.99

Stock Style Clutch on T-5 Trans

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

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

MUSTANG II FRONT CALIPER BRACKETS

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

555-630655.....Front Left.....ea.\$18.99
555-630656.....Front Right.....ea.\$18.99

BRAKE ROTORS

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

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

921-9850-6501.....5 x 4-1/2" Bolt Circle, 7/16" Wheel Studs.....\$69.99
921-9851-8500.....Wheel Bearing Kit, ea.....\$19.99
921-9851-8501.....Dust Cap.....ea.\$8.99

Ford 1974-80 Pinto/Mustang-II

921-9850-6511.....5 x 4-1/2" Bolt Circle, 1/2" Wheel Studs.....\$69.99
921-9851-8510.....Wheel Bearing Kit, ea.....\$19.99
921-9851-8502.....Dust Cap.....ea.\$8.99

CIRCLE TRACK WHEELS

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

125-58DXXI.....15X8 Black.....\$56.99
125-58DXXIS.....15X8 Silver.....\$56.99

IMCA D-Hole 15" x 8" Beadlock

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

125-58DXXI.....15X8 Black.....\$113.99
125-58DXXIS.....15X8 Silver.....\$113.99

Wide 5 Wheels with Armor Edge

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

125-58SXXX.....15X8 Black/Silver.....\$79.99
125-58SXXX.....15X10 Black/Silver.....\$90.99

LUG NUTS & STUDS

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

Single Sided 1" Hex Lug Nuts

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

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

Double Sided 1" Hex Lug Nuts

555-65175.....3/8"-11, Steel.....\$6.99
555-65185.....3/8"-11, Aluminum.....\$9.99

5/8" Racing Wheel Studs

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

555-65150.....11, 2.75"L, .375" Knurl.....\$19.99
555-65151.....11, 2.75"L, .750" Knurl.....\$19.99
555-65152.....11, 3.75"L, .750" Knurl.....\$19.99
555-65153.....18, 2.75"L, .375" Knurl.....\$13.99
555-65156.....18, 2.75"L, .750" Knurl.....\$13.99

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