

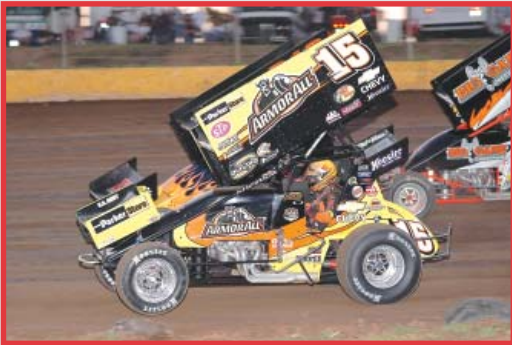
THE MIDWEST RACING CONNECTION

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THE MIDWEST'S SHORT TRACK AUTO RACING AUTHORITY

July 8, 2010 Vol. 14, No. 6

Inside...



WoO Preview



Madhouse Modified Star
at Raceway Park



The Official Word



The Inside Dirt Kenseth tops All-Star Race



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Publisher's Note

Racing According to Plan



Dan Plan

What a week it was. Back in my younger days, I used to take what we referred to as a "Racing Roadtrip". This consisted of finding a week during the summer where you could attend as many races as possible. It's been at least 15 years since I took a trip like this. I'm very envious of my fellow race fans in Wisconsin, as they have so many great choices to watch short track racing throughout the summer. While my personality typically likes to have an established schedule (probably has something to do with deadlines for the paper), the group I went with used more of the "let's see what happens" approach. It's amazing how things can fall into place during the course of a trip. On more than one occasion, we all agreed that you just can't make this stuff up. Some of the things that came up on the trip will become lifelong memories. I really wish we could have sat down and chatted with the guy on the 1973 Hondamatic, with the no sleeves and a half-helmet, but maybe our paths will cross next year. There are many other stories that occurred along the way, and I could probably right a book just based on stories from these four days alone, but I'm going to stick mainly to the racing related items for this issue.

The week started out on Tuesday night with the 5th Annual

What a week it was

All-Star Challenge in Madison, Wisc. We've had the chance to see both Matt Kenseth and Tony Stewart individually at different short tracks in the past, but this was the first time seeing this show. Wow, do these two pull in a crowd. The ASA Midwest Tour put on a great race. The story line of the race changed as the event went on. It was great to see a young driver like Nick Murgic lead the race for so long, with Steve Carlson filling up his mirror for the majority of the night. One little bobble was all Carlson needed to take over the lead. One might have thought the race was over at this point, but Carlson made an uncharacteristic bobble of his own, allowing Matt Kenseth to get inside down the backstretch on the last lap. Side-by-side through the last corner for the win, with some contact between two top drivers had everyone in the stands on their feet. And this was just the beginning of the week.

Next up was 141 Speedway in Francis Creek for their weekly Wednesday night show. A slight change in plans occurred when the bus of Karoke Dave blew a left front tire leaving Madison. I'll just say I'm glad I was in a car for the trip. I can't imagine what it is like to be on a bus when one of the front tires blows out. I guess the part store in town didn't really believe that somebody was actually driving a 1958 Greyhound bus on the road anymore, but they were able to make repairs and the racing caravan was on the road again.

We also was able to sneak in a visit to B&B Racing Engines on our way to the next race, and truly enjoyed

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651-451-4036

info@theracingconnection.com

www.theracingconnection.com

Publisher

Dan Plan

Contributing Writers

Jordan Bianchi

Dale P. Danielski

Stan Meissner

Paul Pittman

Charlie Spry

Molly Vadnais

Photographers

Jim Ambruso (815-623-3200)

Rick Blewett (507-398-9483)

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

Martin DeFries (651-457-7719)

Joe Gibbs (612-860-6622)

Doug Hornickel (920-563-0993)

Ken Johnson (218-590-5820)

Mark Melchiori (414-463-0131)

Vince Peterson (612-419-6372)

Stan Meissner (651-428-4717)

Mary Schill/Forte Design (608-792-1317)

Jerry Zimmer (715-792-2174)

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Red Wing, Minnesota

The Racing Geek



by Jordan Bianchi

With each passing race NASCAR continues to lose its place in the American sports landscape. Crowds are smaller than ever and ratings continue to dip to record-lows. Last week's race at New Hampshire saw its ratings drop 14 percent compared to a year ago. And all this is happening despite some of the best on-track action we've seen in years.

What NASCAR needs is for a driver to come along that captures people's attention. Someone that makes them want to tune in on a weekly basis and whose name resonates with the American public...if you hear their name mentioned you instantly think NASCAR. At this point there are two possible candidates to fill this position.

Chris Trotman/Getty Images for NASCAR



For someone who has mocked, ridiculed, made fun of, and criticized – fairly and unfairly – Danica Patrick more than anyone else – this is extremely hard for me to confess. But here it is.

(Deep Breath)

(Another Deep Breath)

(Long pause to give myself more time to make sure I want to declare what I'm about to say)

Danica Patrick actually matters and she could be the driver to bring the casual fan back to NASCAR and put the lifeblood back into the sport that I love.

I can't believe I just said that.

Although, this doesn't change my opinion on whether I think Danica is a good driver or not. The facts more than speak for themselves on that matter. Whether I think Danica has the chops to make it in NASCAR isn't the point of this column.

In the grand scheme of things, Danica Patrick and the impact she could *potentially* have on NASCAR, matter almost more than anything else. She matters more than any possible change that can be made to determine how the series champion is crowned. She matters more than bringing brand identity back to NASCAR, so that fans can easily decipher between a Ford, Chevrolet, Toyota, and Dodge. She matters more than NASCAR saying "Boy's, have at it."

Danica possesses the "it" factor. People care about her for a variety of reasons. Females want to see her succeed because she is a woman competing in what historically has been a male dominated sport. While men, let's be honest, like her because of her good looks and her sex appeal. Sex sells, and Danica has learned how to best utilize her, um, assets, shall we say, to her advantage.

It also doesn't hurt that she has personality and is great in front of a camera. She is one of those athletes much like Muhammad Ali, Tiger Woods, David Beckham, and Kobe Bryant, who all you have to do, is say either their first or last name and instantly know who they are talking about.

The great thing for Danica, and of course NASCAR, is that she doesn't even need to be widely successful on the track to help restore the shine to what is the premiere sanctioning body in North

America.

That's not saying Danica doesn't need to win races and run competitively, because she most certainly does. What I'm saying is if she can just win a race or two, and contend for a spot in the Chase in the next year or two, she'll have the credentials to become the face of NASCAR.

In a sport that is desperately seeking diversity, she could potentially open up doors that NASCAR only dreams of unlocking.

Think about it. Every little girl in America would see Danica competing and beating the boys at their own game and dream of one day competing in the Daytona 500.

NASCAR is hurting for sponsors, go ahead and count the number of empty quarter-panels and start-and-park teams in Saturday night's race. With longtime sponsors like DuPont, Old Spice, and Kellogg's either bailing out of NASCAR altogether or cutting back their involvement, fresh new money is going to be needed to keep the NASCAR machine rolling.

This fresh influx of cash certainly isn't going to come from Detroit, where the auto makers are still uncertain if they want to commit long-term to a racing series where the return isn't nearly as great as it used to be.

continued on page 10

The Anticipation.
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The Inside Dirt



Stan Meissner

Before I get too far into this installment of The Inside Dirt I'd like to make some parting comments about the Masters. My observations were prompted by several message board posts made by some of the more vocal Late Model fans who would like to see the Sprints dropped from the program.

Hard core Late Model fans might not realize that attendance at the Cedar Lake World of Outlaws Sprint Car show has consistently outdrawn the final night of the USA Nationals. I don't have access to official records but having been present for all of the big CLS shows for over a decade I have made my own unofficial comparison of the crowds at every event. Several years ago it was announced to the sellout WoO Sprint crowd that they had set an all time attendance record which confirmed my observations. Only in recent years has attendance at novelty events such as NASCAR and School Bus nights has eclipsed World of Outlaws Sprints and USA Nationals levels. My point is that there is definitely a market for Sprint Car racing around the Twin Cities area. I applaud tracks such as Cedar Lake that are willing to tap into the open wheel fan base.

Different formats have been tried for the Masters finally settling on the combined Late Model and Sprint show. At one time the Masters was an all Late Model event but if that format had worked to the satisfaction of the promoters no changes would have been made. Steve Sinclair and the IRA bent over backwards to accommodate the Masters program this year forgoing time trials and enlisting the services of the Mid-West Safety Team for the benefit of all of the drivers in both classes. In addition to their efforts to make the program a success and ensure the safety of the

drivers the IRA put on arguably the best race of the weekend. Brooke Tatnell was the best race car driver in the house on the final night of the Masters, both classes included, and he put on a driving clinic. All of the racing that took place during the Masters weekend was outstanding and as a Sprint Car writer it's not often that I can see these two headliner classes on the same card so I hope that the program remains unchanged for years to come.

Speaking of Brooke Tatnell the part time traveler scored his second World of Outlaws win of the season at McCool Junction, Nebraska, on June 25 in front of the largest crowd in the history of the Junction Motor Speedway. The next night at Lakeside Speedway Tatnell took home a respectable tenth place finish but the big story at Lakeside was Steve Kinser, Jac Haudenschild and Sammy Swindell standing on the podium when the dust had settled. Swindell has rebranded the former Terry McCarl ride with his familiar #1 and gone on a tear winning in both Outlaw and 360 competition since taking over the ride. Two members of this "not quite over the hill" gang stood in victory lane a few days later at the Husets Speedway on July 1st with Swindell taking the win, Steve Kinser second and Lucas Wolfe, who was not even born when Steve and Sammy started racing with the Outlaws, following up in third. Elk River native, Craig Dollansky, charged from last to fifth after spinning and being sent to the rear. Donnie Schatz who raced with the WISSOTA Sprints at Cedar Lake early in his career has been uncharacteristically quiet so far this season but don't rule out this past CLS winner and Outlaw champion. Donnie Schatz, Craig Dollansky, Brooke Tatnell along with Steve, Sammy and Haud will make their annual appearance at the Cedar Lake Speedway on Sunday July 11.

The UMSS set what likely could be a rainout record for any track or series with their eighth cancellation out of eleven possible shows at the Ogilvie Raceway on June 26. The program drew a good field of cars but fell victim to rain shortly after the conclusion of Heat race action. Greg Parent of GRP Motorsports recently announced that the season ending Top 20 bonus has been reduced to 18 shows due to the unprecedented number of rainouts. The June 26 Ogilvie race has been rescheduled to Saturday August 7 and the Kouba Memorial will pick up where it left off after the Heats at North Central on July 24. In addition to making up the Challenge races and Feature another



complete show of UMSS Heats, Challenge races and Feature will be contested on that night.

Clusters of Sprint Cars raced side by side in tight quarters often going two and three wide for several laps at the Kopellah Speedway on Friday July 2nd. Jimmy Kouba found his way back to victory lane in only his second full night back in a Sprint Car. I have seen plenty of racing at Kopellah including both Sprints and weekly racing under several sanctions and the Sprints have been the best draw of any class in recent memory. The Sprints have consistently turned out fields in the mid teens with a season high of 24 so far. If my first opportunity to watch the Micro Sprints is any indication, they have the potential to be a very entertaining class. I didn't have a radar gun but I estimate that they were turning laps as fast if not faster than the Midwest Modifieds. There is still plenty of work to do for the UMSS but I'm very encouraged by what I have seen so far.

Thanks for reading and we'll see you at the Sprint Car races!

Coming in the next issue of

**THE MIDWEST
RACING CONNECTION**

World of Outlaws Highlights

Auto Racing Facts, Observances and Opinions



Dale P. Danielski

Winning breeds contempt. With contempt established, the accusations of cheating are soon to follow.

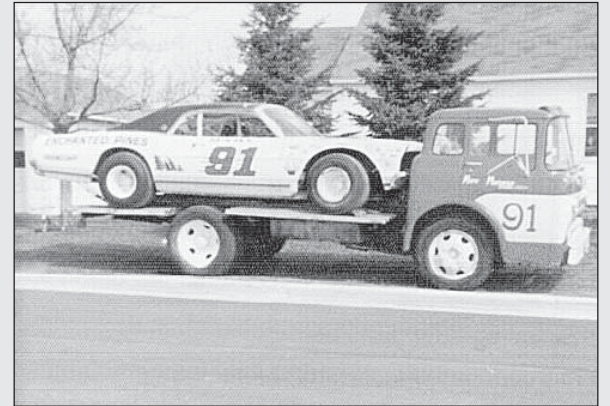
Steve Carlson has won a lot of races through the years. He has more checkered flags than many drivers have total laps run. With that kind of experience he is the man to beat wherever he races. With that much experience he is just about the last person that needs to manipulate the rules to out run his competition. But that's also not to say that where rules are written if it doesn't say you can't he might push the envelope to determine just what it is you can. Again, if you win a lot, and Carlson already this year has done just that, your competition thinks there is a reason. There is something on your car that is allowing you to out run me as I am just as good a driver with just as good of equipment as you. That statement could come from any number of racers out there. The situation reached a boiling point here recently and came to an ugly head with Carlson and his son being disqualified at La Crosse Fairgrounds after the feature race (Mike Carlson won it, Steve was 4th) for illegal parts on their race cars.

In my experience running a series and assisting in the promotion of a number of race tracks, you want to make your rules as black and white as possible. To do this you should also have a very thin rulebook. Keep it basic keep it simple. A thick rulebook creates gray area as to which you are asking for trouble in the interpretation of said rules. I don't have any idea how the rules read for the supposed illegal shocks and chain drops the Carlson's had on their race cars. The track claims the pieces provide a competitive advantage while the race teams say they are in place for

better component durability and longevity along with for safety reasons. Unfortunately in this case they are probably both right. With our rules, we always had a final determining factor that basically read, if you do or have something on your race car that isn't in keeping with the spirit of competition at said event, we as officials have the right to disqualify or at least reprimand said offender. Kind of broad yes, but you realize in a hurry that you will never keep up with racers in their never ending attempts to find an edge. This is by far your best defense. We also found that the approach to use is to give a warning with a time limit, whether it's a conduct thing or component for the problem to be fixed and if it isn't in the allotted time said team, or individual will face the DQ consequences. Having been on both sides of the fence here, I can see each party's point of view. And again I think they are both right. Sadly the track has to stand its ground and derive their decision from it. In the racer's case if given fair warning of said offense whether for competitive advantage, safety or whatever reasons you must abide by it and do as your told or face negative consequences. Contrary to popular belief, tracks, series and sanctioning bodies are not out to "Get" the racer. In our promoting days, we certainly didn't want to lose any cars because, of course, they all brought fans and made for a better more entertaining show. Racers usually compete in certain series or at specific tracks for a reason and don't want to walk away from those obligations either. It's bad for both sides when these things happen. I can tell you for certain that La Crosse Fairgrounds Speedway is not trying to send the Carlson's down the road to race elsewhere. I can also with great certainty tell you that Steve Carlson is not a cheater. He may test the limits and interpretation of the rule book, but an outright cheater he does not need to be as he is a good enough driver to beat you anyway. He actually proved that at the next event at Lax where he won the 25 lap NASCAR Late Model Feature after the above mentioned parts had been removed. Son Mike did the same two weeks later winning that nights 25 lap main. And to prove favorites aren't being played, Jeff Baker who placed 3rd in the main behind Steve Carlson was DQ'd for a ride height infraction.

Along the lines of our competitive advantage topic I can remember Marlin Walbeck who was the man to beat before Dick Trickle arrived on the scene telling me they'd put things on the race car that had nothing to do with gaining speed. They'd be there to divert your attention from the things that really made the car fast. This could even include placing product stickers on the car which Walbeck did with STP. Sure enough, others the following race had the sticker on and were probably investing in a product that did nothing in terms of gaining a competitive advantage. According to Walbeck he and his crew laughed a long time over that one...Speed secret or cheating. Tom Reffner during one of his winningest seasons in 1976 was to have his engine torn down and looked at after winning at the Capital Speedway of Oregon, WI. Reffner refused citing his

Dale's Picture from the past



91 Marv Marzofka, who recently turned 70 years old, campaigned this Ford in 1968.

engine builder instructed him not to allow that to happen. He forfeited points and prize money for the night but before leaving indicated, "If you think we have good power with this engine just wait until later in the season". He did end up winning 37 feature races that year so who knows...Allen Check in his earlier days of Late Model racing was running particularly well at State Park Speedway. Upon pumping his engine to check compression the gauge used was practically pegged. Needless to say the engine was not legal and Check did come back out, and quite successfully I might add to race again at State Park with one that met specs...And of course again here on the Lax local level others have been the recipients of no points no money nights due to rules infractions. Just ask Todd Korish and Mark Lamoreaux about that. Ah yes, race drivers pushing the envelope for all they can get. The gray area, legal or not? Sometimes you pass and sometimes what you get is a penalty or worse yet, disqualification.

Here and there...Dirt track Street Stock driver Danny Hansen just keeps on winning. He claimed the 25 lap Street Stock Nationals feature win here Thursday night at Mississippi Thunder Speedway. After emerging from his car in victory lane he immediately declared that everyone in the stands, those of legal age of course, could have a beer on him. He was a man of his word and a bunch of folks lined up and turned in their ticket stubs to get a free beverage from the beer stand at the track. Hopefully the cost allowed him to take home at least some of the \$1,500 he pocketed for the big win. One individual wasn't at all pleased with Hansen's win and certainly wasn't going to take him up on his offer. With Hansen out of his car in victory lane he yelled, "Check his shocks, they're illegal, he's cheating. Oh, boy, winning breeds...



Steve Carlson #66 and Mike Carlson #50 have won the last two NASCAR Late Model Features held at La Crosse Fairgrounds after having both been disqualified for a rules infraction at the previous event held.



Going in Circles



By Charlie Spry

We have witnessed one of the rainiest months of June in recent history so far this year in Wisconsin, and true to form, the weather on Friday, June 25th started off beautifully, but with a forecast of rain moving in that evening. The races at Columbus 151 went off on schedule, with double features on the card, as all of the features had been rained out the previous week. Things were pushed along quickly to try to beat the impending storms.

A nice crowd was on hand to see the twenty-one late models that showed. Kyle Wolosek made the trip from the Wisconsin Rapids area to race tonight. Kyle is a rather enthusiastic young driver, who seemed to be always smiling and having a good time. When asked about his racing history so far, he commented, "I started racing late models in '08. I was helping a super late model driver out, and he didn't want to do it anymore, so that's how we kind of got into it. Before that, I was into racing four wheelers, and won championships in that." Kyle has raced at several different tracks already in his career, and says that is something that he enjoys. "I always wanted to try racing here, so we're doing it." Kyle won his heat and finished 12th in the feature. Other late model drivers making their first appearances of the year included Andrew Kulka and Michael Clapper. Always good to see new faces show up and run here. It is much appreciated by all.

Steve Dobbratz had a good night, taking the victory in the rained out late model feature from the previous week, holding off Scott Ollerman for the win. Jim Tate Jr. had another good run with his third place finish. He has been very steady all year behind the wheel of his late model, and obviously can get it done in the top division. With a little more financial backing he could do a lot of winning. The regular feature of the night turned out to be the "Dobie" show once again, as Mr. Dobbratz came from deep in the pack to take the win again, amidst ever threatening skies and finally light rain, which put a stoppage to the event at lap 31 of 35. Nick Wendt put some pressure on Dobie at the end in an obviously difficult track to drive with the dampness. These feature victories were Dobie's first here since winning the first two of the 2007 season.

Heather Stark won the first bandit feature over Brandon Johnson, with the nightcap being run in a clockwise direction for the first time this year, which threw some of them for a loop. Phil Wuesthoff and Will Rece ran away from the field this way, as they must have had a neutral setup in their cars and it showed. A couple of new drivers made their first appearances of the season as thirteen-year old Haley Kapp and Corey Rademacher joined the regulars.

Saturday at Jefferson brought out another good field of cars, with once again, a forecast for rain late in the evening. The show went off just fine, although there were some

pretty impressive displays of lightning on the way home afterward. Dylan Schuyler seemed poised to take home the late model feature win, even with a spirited battle with Doug Hahn going on for about the last half of the mid-season sixty lap feature. However, while battling side by side with Hahn as the field prepared to take the white flag, he suddenly slowed and pulled in, making things much easier for Mr. Hahn to take the lead and win. This was a very good run by both drivers, who ran aside each other very cleanly for many laps. Excellent driving and one of those races where you hate to see anyone lose. Afterward, while talking with Dylan's Dad, Ron, he said "We don't know what went wrong, yet. He knew something was going on the last few laps and tried to baby it to get the race finished, but didn't make it. If it would have been fifty laps we would have won, but it wasn't, so... We did have to push it to get it going for the lineups, so we think the starter took a dump, and now, the clutch pedal is rock hard. We'll find out tomorrow."

Chico Riedner won the sportsman feature once again to make it four in a row here. Of course, with anyone winning that much there are going to be allegations of "too much motor" and other such things, especially on the internet forum boards, but the truth is, Chico has been racing these cars for many years. He is a very experienced driver. He knows how to build and set up race cars. With this combination, he is going to be hard to beat. His car worked very well on the bottom, and he knows how to drive it. It all comes down to experience, and he has lots. By the way, Jim Taylor did a very nice job in taking home second place in the feature.

I talked with first year Bandit driver Adam Faherty tonight. When asked about any previous experience, he laughed, saying, "No experience at all, unless you count racing big wheels when I was a little kid. We had a regular oval set up and everything." He scored his first career race win last week and got another tonight. He has learned a lot about racing in a short time, saying, "One of the big things is the different drivers and their personalities. Some will come over and apologize if they get into you, and others you never see. I always try to go apologize if I get into someone. I try to race as clean as I can, but it is bandit racing, and it will happen."

Late model drivers Aaron Falbe and Tyler James made their first appearances of the year here tonight, both finding their way into the last chance race. On mid-season night, the top several late models by points are locked into the feature, and since these drivers had no points, they had to really work for it by trying to get through the last chance. Both made progress, but neither made it. The International feature was a good one, with Ashely Smith taking the win over a fast closing Mike Lambert. Mike has been getting faster all year, and he is ready to win his first career feature any day now. The hobby stocks also put on a good show, with Tony Ciano looking very strong early on, but Curt Thompson made his way past, holding off Jim Tate Jr., Steven Sauer, Johnny Robinson and Ciano. Also talked with late model racer Chris Quam, who said that he really enjoys the meeting and greeting of fans after the races just as much or more than driving. "Maybe I'm just getting older, but I love handing out photo cards, signing autographs and so forth. Even though I finished dead last in the feature tonight, there are still lots of people around, and I enjoy this."

Friday, July 2nd brought us exceptionally pleasant weather at Columbus, and pretty much everywhere in the area. A nice field of late models showed, with Rich Schuman Jr. making a couple of hot lap sessions before experiencing mechanical difficulties and heading home

early. Tim Deppe made his first showing behind the wheel of one of Scotty Ollerman's cars, and several more showed up that had not been present in awhile. Kelsey Bauer, Andy Tomlinson, Randy Bruenig, and Aaron Falbe all reappeared after several weeks away. Notable was the fact that Dean Schultz and Al Weishoff were not present. These two almost never miss a show here, but both were unable to get their cars back together, both waiting for engine parts that didn't come in.

Nice to see Tiffany Desjarlais get her first career win in a late model, as she took home a heat win. Tim Deppe won the semi on his first night out, but the feature belonged to Russ Hansen, his second of the year. Veteran Dave Klein took to the wheel of Pete Moore's late model, claiming a heat race win. Andy Tomlinson said that they had wanted to get back out sooner, but a wreck on opening day set them back considerably. "We had to wait to get the money to fix it," Said Andy. "We just saved up a little at a time in order to get what we needed, and just now have it back together. When we went super late model racing for awhile a couple years back, that kind of took all of our spare money, and we've kind of been behind ever since. It was fun, and we did pretty well, but it still put us behind." Randy Bruenig was rather philosophical about his return here, saying, "We'll just have fun, and see what happens. We left the Jefferson setup in it, hoping it would work, but it doesn't. The tracks are just too different. We are slowly changing it back. We also put new tires on it, something we haven't had in two years or so."

Returning to the Bandit ranks was Mike Amador, who started racing here in the division back in 2003. Mike had planned on doing some dirt racing, but ended up trading a WISSOTA street stock roller that he had for a turnkey Bandit car from Brandon Johnson. Mike did race a modified for Laverne Paulson at Freeport one night on the dirt.

Ben Hewitt has made tremendous gains in his first year of racing sportsman cars, as the rookie driver won his first feature tonight, looking good doing it. He started the year starting in the rear of all his races, got more seat time and more familiar with the car, and now runs with the best of them, proving he can do so by winning that first feature tonight. His car is the former Craig Oliver ride.

Billy Robinson looked very strong winning the hobby stock feature. He also has one of the sweetest sounding machines out there. It has a nice throaty growl, not too loud, but just the right sound. Jamieson Kohn won the Bandit feature and George Wachuta closed out the racing for the evening with a win in the backup race, which featured a crunching collision between Dustin and John Von Allmen, with nobody getting hurt. Imagine trying to avoid a spinning car while driving very fast in reverse. Not too easy.

Saturday we took a trip north to the Marshfield Motor Speedway for the Central Wisconsin Challenge Series 80 lap feature on the half-mile. It seemed like the super late feature was a race where nobody really wanted to win. First, Neil Knoblock led, then dropped out with unspecified problems, then, Steve Holzhausen seemed poised for the victory, only to drop out with overheating issues. Chris Weinkauff took the lead and ran off for the win. Could he have caught Holzhausen if he hadn't dropped out? Maybe, maybe not. Irregardless, Weinkauff was the winner by a large margin over Jeremy Lepak, Eugene Gregorich Jr., and Ronnie Rihn. Rihn looked like one of the strongest cars out there, and passed more cars than anyone, as he started 18th on the grid, then slowly moved up by out handling the

continued on page 9

The Lady and the Track



Molly Vadnais

Declaring Independence

In honor of the 4th of July, I have been thinking about things that I want to declare independence on in my life. I have decided to declare independence from sleeping in, freeing up my mornings to do something productive. Additionally, I have decided to free myself from my dependence on my cell phone and have taken to ignoring calls when I just don't feel like talking. I have discovered once you liberate yourself from these small things that hold you down, there is a world of possibility out there.

Here is a list of racing people, things, tracks and associations that should look to declare independence this most liberating of all holidays:

Music City Motorplex should declare it's independence from all the governmental red tape that is threatening to shut down that amazing track. Hey Nashville, stop fighting against the track...it didn't work for England and it won't work for you.

I think sons should be liberated from driving in there dad's shadows. The tribute to Dale Earnhardt was great but the pressure on Junior was way too intense. More close to home, Ross Kenseth is winning like crazy on his own merit and driving ability. Granted, he does have funding and one heck of a coach in his father but the talent is all his.

NASCAR announcers should free themselves from their politically correct stance on every crash. Sometimes, it is someone's fault. It is ok to say that the driver in question ran out of talent regardless of how powerful that driver is or the associations that driver may keep.

Regional racing series should free the drivers from long pointless driver meetings. Drivers don't need to pat people on the back and have fifteen people say a few words; they need to get their cars ready to qualify. Tracks should free themselves from schedules written in stone. If rain is coming, let the fans know that they are doing the big show first. It is like showing the previews at a movie theater with no movie following it...skip the introductions and get to the action.

Jimmie Johnson should free himself up to talk candidly more often. On Victory Lane the other night he offered

some very humorous insight into his impending fatherhood and he was dang funny.

Dan Plan and the Midwest Racing Connection should have liberated us from having an article due on the 4th of July but, as he mentioned, it is due at the printers Monday – holiday or not.

At Vadnais Racing, we have discovered the best way to declare racing independence is to not run for points. There is a real freedom in running the races you want to...at the tracks you want to...when you want to run them. Without running for points, it is not a "have to" anymore; it is a "want to". That frees up time to get the car in the best running order, find the perfect setup and keep it in good condition instead of just putting laps on a motor for the all mighty points. So instead of the quote 'dance like no one is watching' our new motto is 'drive like there are no points!'

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Going in Circles from page 8

others. He has made a huge jump in his competitive level since early in the season, and won the feature here a couple of weeks prior. I think he can be considered a threat to win every week. He also is capable of winning on both dirt and asphalt, which is pretty remarkable. Colin Reffner won his heat race, and while I'm not sure, this might be his first ever win in a super late. Another young driver that is making steady progress and will be a contender. Todd Handrick was present with his late model. His car is certainly not the newest machine out there, as he told, saying, "I don't know the complete history on it, but it is a 1980 Lefthander. I do know that Jay VanDergeest ran it back when he was running limited late models. Of course, it has all been reworked. I've been working on it for the last three years or so and just now am getting it out."

The motorcycles always are interesting to watch race, and one can't help but feel that these guys are a little crazy. They really get it on. Brock Schwartzenbacher won the heat and feature, edging out Steve Kasten for the feature win. The pair had quite a battle raging, and they put on an excellent show. Brock had made the long tow from Beaver Dam to race. Tim Anderson once again dominated the Bandits, while Randall Wilhorn won the four cylinder modified class feature, with Coletta Gomes edging out Gary Haarklau for the Junkyard Warrior feature win.



Publisher's Note continued from page 3

talking shop with Bruce. Lots of neat driver cards, banners and racing memorabilia in the lobby of the B&B shop. One more unplanned stop was necessary before scooting over to 141, as Tim Rothe invited us to his test session at Kaukauna. After watching Tim practice and seeing the FMF #1 ride of Conrad Jorgenson take a few test laps, the journey was on again to 141. I've read a lot about 141, but this was our first visit to the facility. Francis Creek was a paved track up until the 2009 season and converted to dirt for 2010. This was probably the most efficient mid-week show I've seen in some time. We arrived as the heat races were on track, but the entire show was completed before 9:30pm. Great side-by-side racing, a couple of rollovers, padded bus seats in the top row and the first fireworks show of the week capped off this night.



Thursday night was a short jaunt back over to Kaukauna for their regular weekly Thursday night program. A great crowd and even better car count. The Fox River Racing Club put on a great show at the D-Shaped half-mile. This show probably would have ended a little earlier if the Limited Late Model guys would have played a little nicer. A few of these guys will have some work to do on their cars before their next race. We were able to spend a few minutes chatting with one of the busiest announcers in the business (Matt Panure) and see another spectacular fireworks show. As somebody who's been a fan of the

sport for a long time, I also thought it was fitting that a veteran driver such as Terry Baldry was able to come through the field and win on our night at the track. Our new friend Tim Rothe ended up with a solid sixth place finish.

Friday night marked the end of our excursion through Wisconsin with a return trip to Madison for the ASA Midwest Tour Track race and the makeup date for the Big-8 Series Late Models. On our trip down to Madison, we decided to stop in at a few other tracks to check them out as long as we were in the area. One of the more difficult decisions of the week for us was Friday. We had four options for our Friday night stop, and all 4 would have been great shows. We opted for Madison, as it put us closer to home, but it sure would have been neat to see the Mid Am Stock Cars return to dirt at Dodge County Fairgrounds in Beaver Dam, Wisc. Friday was another great night of racing, and I was even pressed into duty to work for the evening. Conrad Jorgenson suggested I take the role of spotter for the evening. I was a little bit hesitant about this, as I surely didn't want to do anything to screw up a night for a truck and driver that were cable of winning. Needless to say, they roped me into being the spotter and hopefully I did a decent job. I think if I would have remembered to say there were five laps to go, he might have had a podium finish. I didn't get fired at the end of the night, and was offered to spot for Conrad again. I'm not sure if my nerves can handle doing that again.



Photos; Left column - Karoke Dave's pit stop, and Bruce Mueller of B&B. Right column, yes that's me as a spotter, Tim Rothe at Kaukauna, and Andy Jirk's detailed drawing of WIR showing the fast line around the track.

*The Racing Geek continued from page 3*

Having a name driver like Danica Patrick running in your series fulltime, and hopefully running up front, would go a long way to help convince a Fortune 500 company to cough up some cash. In her wake would be sponsors throwing money to have their name associated with her and the sport.

If this were to happen, you would need a convoy of Brink's trucks to deposit the money NASCAR stands to make if Danica can make a successful switch to running stockcars.

The only possible candidate besides Danica to reverse the direction NASCAR is headed in is of course Dale Earnhardt Jr. But that's only if he were to start winning again on a regular basis and contend for the Sprint Cup. If that were to happen, just about every one of NASCAR current ills will miraculously be cured seemingly overnight.

We call it "Earnhardt Factor"; which is similar to the "Kobe/Lebron Factor" in the NBA and the "Tiger Factor" in golf. If one of these big-names is contending for wins and/or a championship, the TV ratings go up and the stands are fuller.

But with Dale Earnhardt Jr. no longer winning -he hasn't won a Cup race in over two years now - it appears as if his time has come and gone. The other contenders in the series don't seem to have the necessary "it" factor to draw the fans back to NASCAR.

Jimmie Johnson is an incredible driver, but he lacks the charisma that draws the casual fan in and he comes across as "too corporate" diehard fans don't give him the credit he deserves. As the current TV ratings indicate, there are not too many people out there who care about the historical run that he is in the midst of.

If you're thinking Jeff Gordon is that person, I have news for you; with just one win since the beginning of the 2008 season, the four-time champ seems to be past his prime.

Kyle Busch has the potential, but he's still too rough around the edges.

While Denny Hamlin really has distinguished himself off the track, he hasn't clicked with the American public.

Right now, barring a strong finish by Dale Earnhardt Jr., the only driver who can crossover and bring back NASCAR to the heights it once experienced is the driver who I referred to in the past as the Paris Hilton of Motorsports.

The Official Word

Jim Barr - IRA Sprint Cars



Position: Flagman for the Interstate Racing Association

Favorite Food: Spaghetti

Family: Wife, two boys, two granddaughters and a grandson

Item you enjoy most about your weekend job: To see a different winner each night in a Sprint Car

Most memorable moment: Flagging at Chicagoland Motor Speedway for the USAC Silver Crown Cars

Most forgettable moment: I can't say if I've really ever had one

2010 Cedar Lake Speedway World of Outlaws Preview

The World of Outlaws has been at Cedar Lake Speedway for 27 years, with a few interruptions along the way. The names in the headlines throughout the years include the heavy-hitters of the World of Outlaws Sprint Car group; Kinser, Swindell and Shatz.

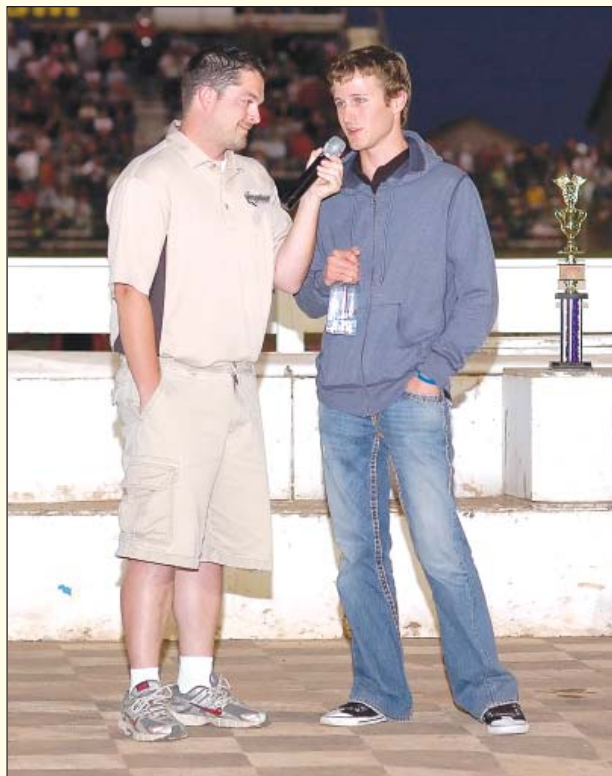
Steve Kinser is a 20-time champion of the series and has five World of Outlaws wins at Cedar Lake Speedway to his credit, including the very first race in July of 1983. Kinser has seen a boost to his career during the 2010 season by joining forces with Tony Stewart racing over the winter and becoming a teammate of Donny Shatz. Look for the "King of the Outlaws" to have a strong showing during this year's event.

Donny Shatz is a former 360 Sprint Car racer at Cedar Lake Speedway, four-time and defending World of Outlaws champion, and the defending race winner of this event. Open-wheel fans may consider this an "off" year for Shatz heading into this event, but Donny is currently sitting solidly in the top-5 in WoO points.

The dark-horse of the event maybe perennial local favorite Brooke Tatnell. Tatnell won the World of Outlaws show at CLS in July of 2005 and picked up a win earlier this year at the legendary Knoxville Raceway during the WoO visit on June 3rd. Brooke is the most recent 410-Sprint winner at Cedar Lake Speedway, as he captured the Saturday night main event win during the Masters. If Tatnell's driving exhibition displayed during the Master is any indication of his driving talent, the World of Outlaws regulars are going to have to step up to the plate for this show.

You never know who is going to show up at a World of Outlaws event. During the 2009 event, Cedar Lake Speedway announcer, Chris Stepan interviewed unexpected guest, Richard Petty Motorsports NASCAR driver Kasey Kahne (left). Donny Shatz took home the money during the 2009 WoO event at CLS.

Stan Meissner photos



THE MIDWEST RACING CONNECTION

Photo Gallery



Jerrod Logging in victory lane
Bruce Nuttleman photo



Mid American Stock Cars at Road America
Mark Melchiori photo



Mike Litchfield picked up a Late Model win
Jeff Blaser photo



Adam Hensel celebrates his Late Model victory
Jerry Zimmer photo



Chris Weinkauff won the Flip Merwin Memorial Race at State Park Speedway
Jeff Blaser photo



Ricky Martin picked up another Figure-8 main event win
Martin DeFries photo

THE MIDWEST RACING CONNECTION

Photo Gallery



Short Tracker winner Jason Bragg
Jimmy Ambruoso photo



Brent "The Freight Train" Kane
Martin DeFries photo



Pure Stock winner Bill Zeeman
Jeff Blaser photo



RoadRunner winner Charlie Frisch
Jimmy Ambruoso photo



Henry Vain - Thunderstox winner
Bruce Nuttleman photo



The NASCAR Nationwide Series debut at Road America
Mark Melchior photo



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Regional Racing News

KENSETH TAKES THE SWISS COLONY ALL-STAR CHALLENGE 100

By: Kari Shear-Carlson

The American Speed Association® Kwik Trip Midwest Tour presented by ECHO Outdoor Power Equipment and grandstay.net completed the fifth event of the season at Madison International Speedway with the "Swiss Colony All-Star Challenge 100" featuring Matt Kenseth and Tony Stewart. Matt Kenseth made a last lap move to the inside of Steve Carlson for the victory.

Jeff Storm and Nick Murgic, the 19 year old from Rosemount, MN, led the field to the green flag. Storm charged to take the lead on lap one only to have mechanical problems on lap four in turn three bringing out the first caution of the night. Murgic led the field to the restart and held on despite a hard-charging field including Ross Kenseth for the first 75 laps of the event.

Fast-qualifier and fan-favorite, Matt Kenseth, started 14th after the invert. Current ASAMT point leader, Chris Wimmer, put up a hard fought battle with Kenseth for ninth position until Kenseth took the position on lap 14. Kenseth moved up to the fifth spot and settled in until the break at lap 75.

Steve Carlson and Dan Fredrickson were battling it out just ahead of Kenseth for several laps. Carlson charged his way to the second spot with his eyes set on Murgic for the lead. On lap 69, Carlson was showing Murgic that he was there but settled back into the second spot.

A fifteen minute break came at lap 75, with Murgic still leading, followed by Steve Carlson, Ross Kenseth, Dan Fredrickson, and Matt Kenseth. When the green flag flew with 25 to go, Carlson started setting his sights on Murgic again. On lap 82, Carlson moved to the inside and took the position going into turn three.

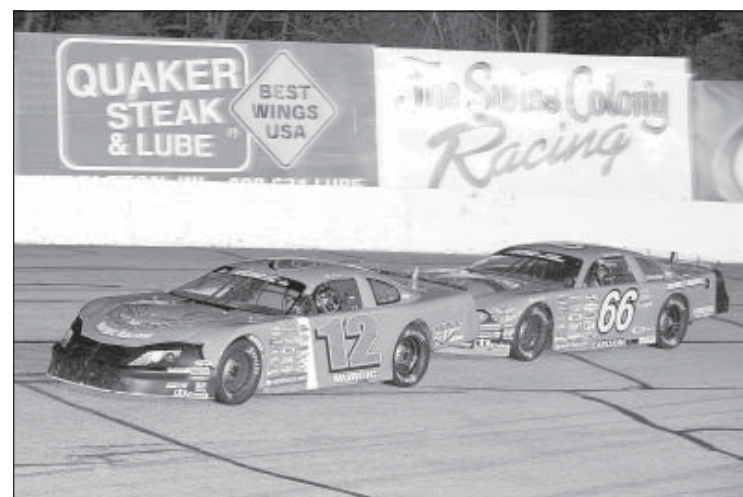
After racing into the feature event, ASA Midwest Tour Swiss Colony Touring Star, Tim Schendel, spun in turn three after he and the 80 of Reffner made contact. Carlson was able to maintain his lead at the restart. Meanwhile, Matt Kenseth and son, Ross Kenseth battled side-by-side with father taking the second spot. Matt Kenseth then set his sights on Steve Carlson for the lead.

Carlson was able to hold off several challenges by the 2003 NASCAR Sprint Cup Champion. However, as the two headed into turns three and four on the final lap, Kenseth

snuck to the inside and stole the victory from the 2009 defending ASAMT Champion. "We made a little contact on the backstretch. I wanted to make sure to get in there hard enough so he could not pinch me down on the flat. I knew that was my only chance to beat him to line," Kenseth said.

Carlson, known as a man of few words, only had this to say, "Well, that's racing." While Ross Kenseth would have loved to finish second behind his dad, he was happy with his third place finish. "Racing against my dad was fun, but it is really like racing against another driver. I'm glad he won the race. He had great car. We needed a good run tonight and that's what we did," added Ross.

NASCAR Sprint Cup Champion, Tony Stewart finished 15th in the feature event. "I should have qualified better, then I might have been able to pass a few more cars. I'm better when it's got dirt on it," joked Stewart. "I appreciate all that the Pathfinder guys do. As long as you'll keep having me, I'll keep coming here."



Nick Murgic lead a majority of the All-Star Challenge, holding off Steve Carlson (top photo); Matt and Ross Kenseth battle for position (bottom photo)

Doug Hornickel photos



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Hanson holds of Doar for Superior Win *By Mark Fleischer*

It was finally a very nice night weather wise at the Superior Speedway Friday night. There were only four classes running with the Modifieds having the night off. The night was sponsored by Jimmy's Saloon in Billings Park. There was also a burn out show put on during the intermission for the fans.

It was a good night for Aaron Lillo in the 24A as he won the first heat of the night jumping out front at the beginning and never looking back. Lillo was followed by Harry Hanson and Tim McMann. In the second heat Pat Doar ran away with it followed by Davin Larsen and Gregg Hill. In the feature they went flag to flag with no cautions as Hanson started on the pole and jumped out to the lead on the first lap and went on to win fighting off lap traffic for the final few laps of the race. Lillo who started on the outside of the 4th row worked his way up passing Doar and closing in on Hanson to take second place. Doar finished third followed by Gregg Hill and Tim McMann.

The Super Stocks also put on a show as they went without a caution in the feature. It was Mike Bellefeuille who started on the outside of the front row and jumped out to the lead on the first lap and lead the entire 18 laps and took the checkered flag for the first time in 2010 at the Superior Speedway. Bellefeuille was followed in the feature by Scott Lawrence, Dave Flynn, Mike Weber and Trevor Wilson. In the heat races earlier it was Joe Oliver who jumped out to the lead early in the first heat but then was passed by Tom Treviranus on lap 4 and two laps later Weber took the lead and held on to win the heat. He was followed by

Treviranus and Oliver. In the second heat Flynn and Lawrence battled for the lead from the beginning with Flynn taking the early lead but it was Lawrence that made the pass on lap 5 and held on to win his first heat race of the season. He was followed by Wilson and Bellefeuille.

In the Midwest Mods it was Scott Herrick who looked like he would win his second feature in a row as he jumped out to a commanding lead but unfortunately had a flat tire on 14th lap and that gave way for Devin Van House to win his first feature of 2010. Herrick finished in fourth behind Pat Cook and Taylor Leuthner. In the heat races earlier in the night it was Leuthner winning his third heat of the season followed by Shawn Rivord and Cook. In the second heat it was Herrick winning followed by Adam Archer and Jesse Ogston. And in the final heat Van House jumped out to the lead on the first lap and never looked back he was followed by Scott Bruce and Joe Olson.

After two early re-starts in the Pure Stock feature the night belonged to Chad Carlson as he started on the pole and



Ken Johnson photo

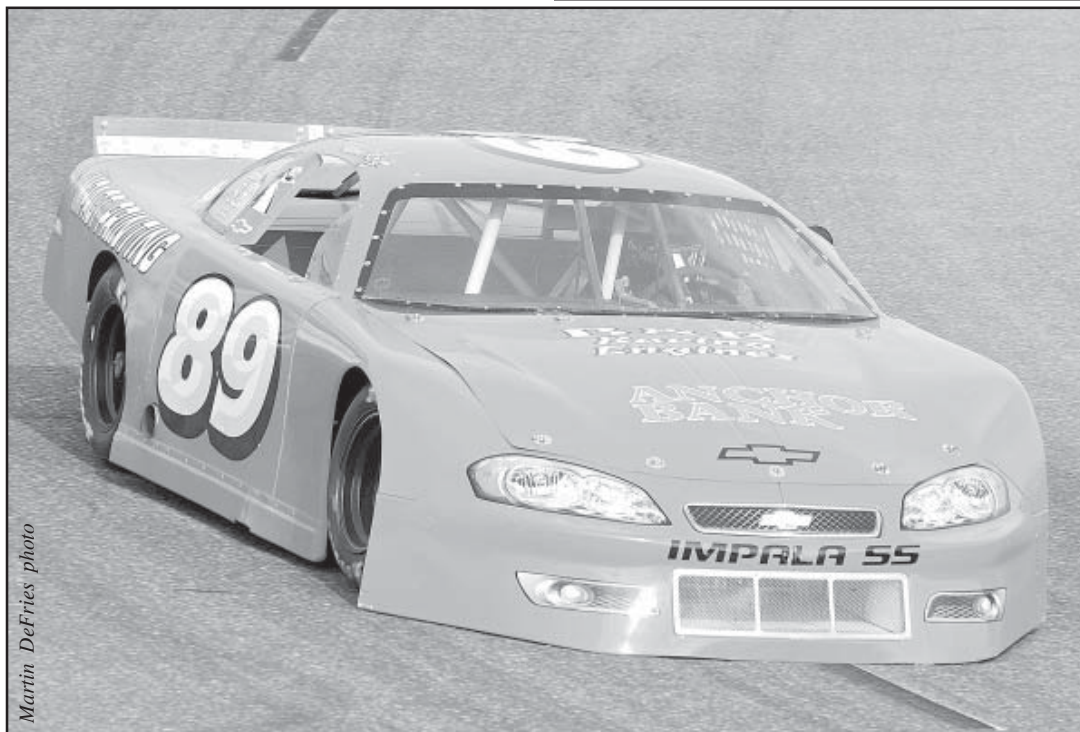
went on to win the 14 lap race. He was followed by Al Rapp, Rick Corneilson and Richard Dzelak. Pat VanErt from Foxboro became the first Pure Stock driver in Superior Speedway history to complete 300 feature laps in a row. After the races he now sits at 314 feature laps completed. In the Pure Stock heats it was Dzelak followed by Rapp and Tim Carlson. In the second heat Cornelison was the winner with Ashley Smith finishing second and then Chad Carlson. And in the third heat Jeff Engelmeier was the winner followed by Steve Udeen and Van Ert.

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Martin DeFries photo

Jimmy Kouba Captures Kopellah Speedway UMSS Feature

By Greg Parent

After suffering through a dismal month of June with all events falling victim to the weather, July started out under sunny skies for the Upper Midwest Sprintcar Series (UMSS) fourth show of the season on Friday night July 2 at the Kopellah Speedway. In only his second full night of driving for Yetter Racing out of Chatfield, veteran sprint car racer Jimmy Kouba scored his first win of the 2010 season. Kouba led all 20 laps in a race only slowed once under caution. Kouba commented following his first career UMSS feature triumph, "It really helped to start up front tonight. The bottom was the place to be, and my crew got the car working well for the feature. It feels great to be back

in victory lane again, especially with a new team like we have."

A field of 15 UMSS 360 sprint cars signed into the pits on a very warm and windy evening. Following Ultimate Sprint Heat race wins by Jerry Richert Jr, Brad Barickman, and Dave Becker, one of the best-ever UMSS Challenge races saw Dave Becker and Cody Hahn swap the lead nine different times before Becker had to hold off a charging Jerry Richert Jr to claim the win in the Bryant Heating and Cooling Systems race. Brad Barickman topped the second Mastell Brothers Trailer Service Challenge race while Sye Anderson and Leigh Thomas had a spirited battle for second. High point driver Dave Becker drew the four pill, inverting the top four cars in passing and finishing points from the heats and challenge races for the feature race. With Sye Anderson scratching from his scheduled pole

starting position in the 20 lap feature event due to a significant driveline failure immediately after the conclusion of the second Challenge race, this put Jimmy Kouba on the pole for the main event flanked by five time 2009 UMSS winner at Kopellah Jerry Richert Jr. The first attempt to get the race underway saw the only caution wave when fourth starter and opening night winner Dave Becker looped his sprinter in turn four on the opening lap. All cars were able to avoid Becker, so a complete restart would be in order with Becker tagging the tail. On the next attempt, Jimmy Kouba grabbed the early lead over third starter Brad Barickman while Richert dropped to fourth behind Leigh Thomas. Kouba encountered lapped traffic seven laps into the race while running consistently solid laps on the bottom of the 1/4 mile oval.

Near the midpoint of the race, Richert was able to move by Thomas for third. Kouba continued to set a strong pace up front while working lapped traffic. Rookie driver Andy Jones was on the move forward, as he moved from 12th to 7th by the conclusion of lap four. Just past the halfway mark, Johnny Parsons III got by 2009 UMSS Rookie of the Year Cody Hahn to crack the top five. As laps clicked off quickly under green, the top running positions did not change on the smooth but wind whipped track. Jimmy Kouba recorded his first win of the season with Brad Barickman running several car lengths behind in second. Jerry Richert Jr finished third followed by Leigh Thomas and Johnny Parsons. Completing the top ten finishers saw Cody Hahn take sixth followed by three rookie contenders including Andy Jones, Jared Goerges, and Ronnie Erickson. Brandon Allen rounded out the top ten. Jimmy Kouba earned \$1,000 for his win with sponsorship help from GRP Motorsports. Sye Anderson was awarded the \$100 GRP Hard Luck award following his misfortune just after the second Challenge race had ended. Anderson loaded up and began the journey back to Brainerd early. Mark Yetter was also a scratch from the feature race due to a broken Jacobs Ladder in his Challenge race after contact with the concrete wall. Only one car failed to finish the 20 lap main event, as California non-wing transplant Jack Clark pulled to the infield on lap 13.



Stan Meissner photo

Mike Carlson Wins First of the Season

By: Ashley Iwanski

Mike Carlson used a strategic move to pop into the lead before the first turn of the 25-lap Kwik Trip Late Model feature race. He would stay there, but it was far from easy. Both Carlson and Brent Kirchner, who were running one and two, had to fight their way around lap traffic for the last half of the race to make it to the finish line. Carlson was holding steady while Kirchner and third-place finisher Shawn Pfaff had to weave their way through traffic trying to make up any ground they could. As the white flag came out Kirchner started to catch Carlson, but came up short. "By the time I hit turn one I was already past him," said Carlson, who started on the outside of Row 1 next to pole-sitter Troy Rave. "I kept driving smoothly, so I didn't burn up my tires. I've got to use three of those tires next week." It was Mike Carlson's first official feature win of the year. He took a checkered flag of June 12, but was disqualified in a post race inspection. Carlson has one win, two top-five and seven top-10 finishes in nine starts this year. Kirchner, meanwhile, was fighting for third with Brad Powell. After taking the third position Kirchner made his move on Rave. Kirchner said it took him longer than anticipated to get around Rave, causing the gap between Carlson and himself to widen.

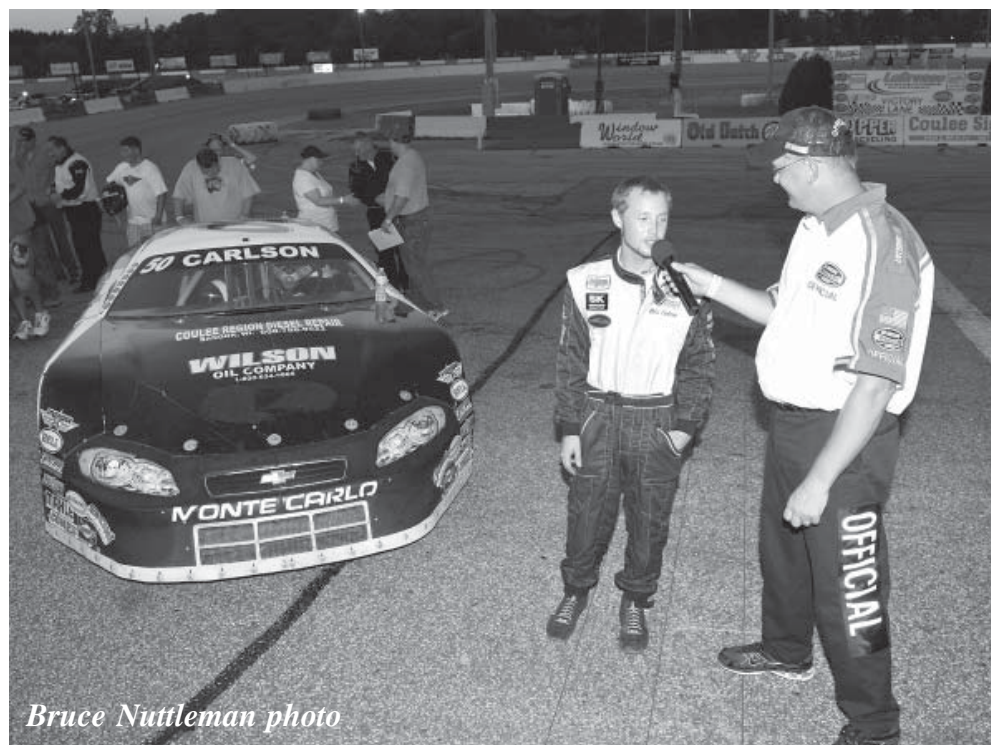
Pfaff was sticking with leaders, but was unable to catch up to Kirchner. He was followed across the finish line by Todd Korish and Tim Schendel.

Rookie Bill Martin won his first feature win in the North Country Contractors Sportsmen division Saturday. Martin started off strong on the pole and was able to hold onto the position when Rick Schermerhorn challenged for the lead multiple times.

Schermerhorn may have had a chance to pass if a caution came out, but the race stayed green as Jonathan Eckelberg spun in turn four with only four laps to go. Schermerhorn finished second, followed by Jimmy Gilster.

Jesse Vian made a hard charge early in the race to win the United Auto Supply Thunderstox feature. Adam Gallagher took the lead early and held onto it while Vian waited for his chance to pass. Vian finally found the opportunity with five laps to go. Vain moved into the lead going three-wide through turn four.

Gallagher fell back while Vian took the checkered flag. Josh Inglett finished second and Jason Bolster third. Gallagher finished fifteenth.



Bruce Nuttleman photo

Schneider, Brown top Eve of Destruction RAW at Elko

By Jim Burns

New Market's "Racin Jason" Schneider overtook Steve Anderson on lap 28 of 40, then withstood a late race challenge from Brian Johnson, Adam Royle and Donny Reuvers to top the NASCAR Super Late Model main, while Prior Lake's Doug Brown muscled by Tom Kamish on lap 15 of 30 enroute to the Big 8 Sportsman win, highlighting EVE of DESTRUCTION RAW Saturday July 3, 2010 at Elko Speedway.

The nights action began with 175 MVP Gold Club members from Wild Prairie HD and St. Paul HD parading their Harley Davidson's in a pre-race celebration and were followed by the "Show Me State" Monster Truck duo of Tailgator and Big Dawg to the huge holiday crowds delight!

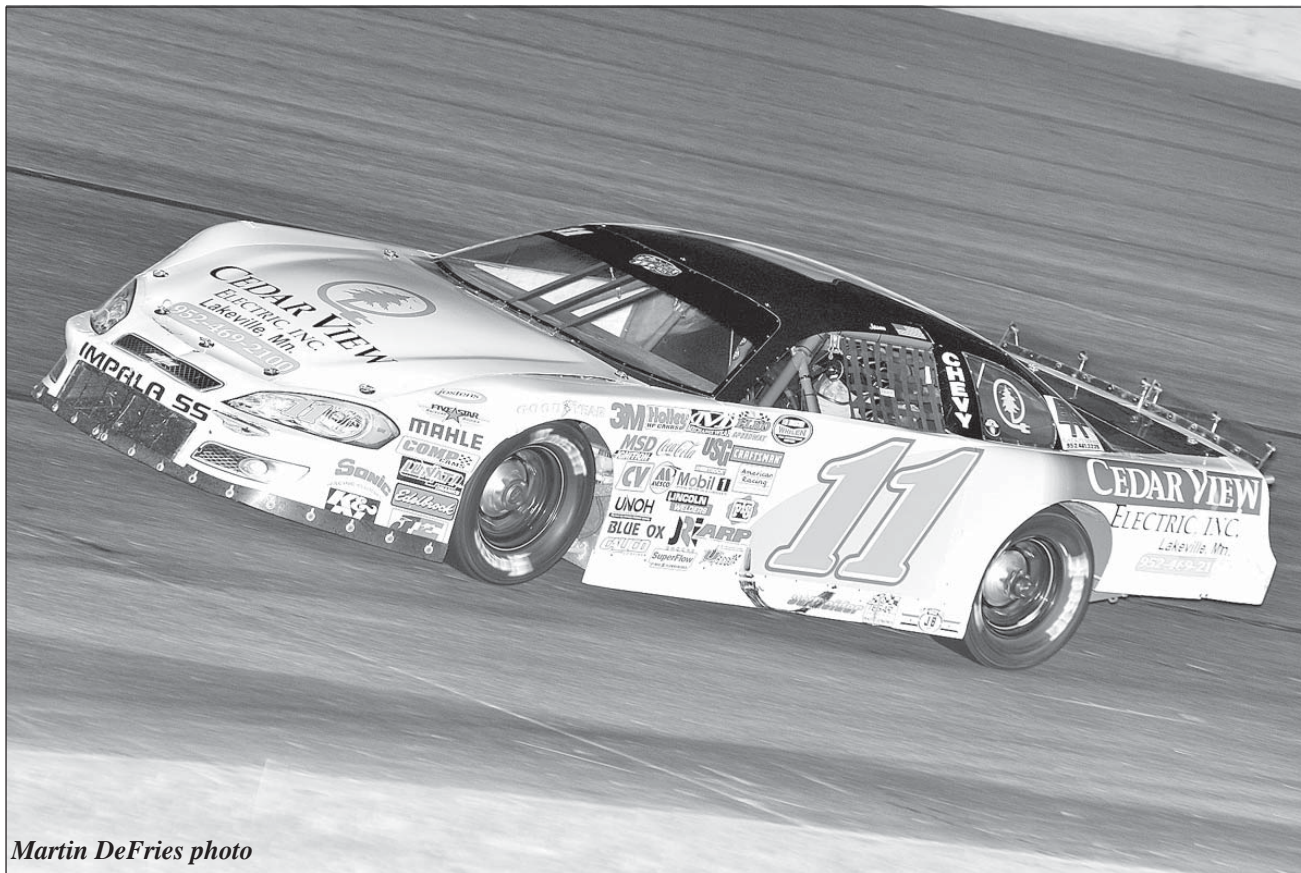
Once the green flew to begin the racing action, the NASCAR Super Late Models saw Bryan Roach duck under Billy Mohn to take the early lead, with Steve Anderson working around Mark Lamoreaux and then Mohn to move to second just five laps in. As Roach continued to lead, Anderson moved to the outside and after three laps of side by side action, Anderson took the point on lap 8. Once in the lead, his challengers would change quickly as Roach got freight trained by the fast closing group of Brian Johnson, Jason Schneider and Adam Royle, with Johnson putting pressure on before Anderson lost the handle on lap 19, bringing out the second caution. On the restart, Johnson lead the field back to green, before a 20th lap spin by the tandem of Billy Mohn and David Fredrickson slowed the action one final time. When the action resumed, Johnson set the field in motion, but Schneider would charge to his bumper, taking the point on lap 28 and roaring to the win with Johnson second, Royle third, Donny Reuvers fourth and Matt Goede fifth.

In the Big 8 Sportsman, Lakeville's Richard Thake was the class of the field for the first 10 of 30 laps before Tom Kamish and point leader Doug Brown came calling. First it was Kamish who would use the outside line to take the lead, with Brown quickly following. Once the veterans moved by, Brown needed only two laps to overtake Kamish at the midpoint and with the action remaining "clean and green", pulled away to the win, with Kamish second and Nick Barstad charging home third.

North American Cup 50

A spectacular fireworks display and a 50 lap Late Model Feature headlined Saturday, July 3rds North American Cup 50 at Dells Raceway Park. With point's battles heating up in all divisions, Late Model, Sportsman, Pure Stock, and Bandit racing entertained the huge crowd.

Rich Schumann Jr set fast qualifying time with a time of 14.347 seconds. Then it was time for the Assembly Products Fast Dash. New to the dash this week Mike Ehde gained the coveted pole position. Cardell Potter, who has one win already in the four week series, quickly took over second place but with only 10 laps, Potter couldn't get by, and Ehde won the trophy and a potential spot in the 20 lap shootout taking place on July 17th. With the invert calculated in the feature event, young guns Jesse Bernhagen and Davey Pennel lead the field to green. Sixteen-year-old Pennel quickly jumped to the front, with veteran drivers Dave Feiler and Rich Schumann Jr right behind him. Pennel held his ground through 50 laps and three cautions that brought the field together, and claimed his first ever feature win in the Late Model Division. Ed Jackson and Bobby Kendall won their heat races.



Martin DeFries photo

In the Genz-Ryan Thunder Cars, in a rare start, Lakeville's Conrad Jorgenson showed fans young and old that he hasn't lost any skill either in setting up a race car or sitting behind the wheel as he grabbed an early lead and extended it to nearly a straightaway before debris was spotted on lap 15, forcing the field to reline. As Jorgenson led the field back to the green Brent Kane came charging alongside of Jorgenson and to the fans delight, the tandem raced side by side for most of the remaining 10 laps, with Kane edging Jorgenson to earn the win, with Scott King edging Jack Paulson for a top three finish.

Topping off the organized racing were the Dicks Sanitation Power Stocks and Farmington's Jason Novak looked nearly untouchable for the first 11 of 20 laps before Josiah King came charging around Dillon Sellner for second, to put pressure on Novak. King rode behind Novak for a few laps, before the



Martin DeFries photo

leader slid up entering turn three with just two laps to go, giving King the opening he needed as he took the lead on the way to the win, with Novak second and Sellner third. Taylor Goldman won the special Outhouse Race novelty event.

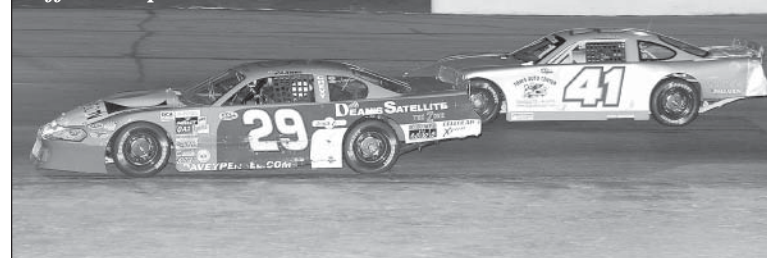
In the Sportsman division the competition is getting tough, with just one point separating Daron Fish and Rick Coppernoll. Fish qualified at the top with a time of 15.573 seconds. Both Coppernoll and Fish would start the feature from the back of the pack, and work their way towards the front. Fish moved past Ron Grabarski to take over the lead with Coppernoll right behind him. Coppernoll tried to get past Fish but when the checkered flag flew it was Daron Fish that took the win. Rick Coppernoll won the heat race.

Defending Pure Stock Champion, Brad Luck, set fast time with a time of 15.921 seconds. In the feature, Luck started the race deep in the field, but didn't stay there for long. With just seven laps left in the race Luck had moved into second behind Dave Trute. Trute is having a great season and currently is ahead of Luck by two points. Luck attempted to get past Trute for the win, but Trute had Victory Lane in his sights and won his fourth feature of the year. Trute assured the crowd "this car is clean, it has been teched more than any other this year!" Heat race winners were Dan Clemenz and Dave Trute.

Mark Johler returned to the Bandit division and was fastest during qualifying with a time of 17.346 seconds. The Jungets are at the top of the leader board for points with Brandon in first and James in second. In the feature, James Junget took the lead immediately and cruised through the race, despite pressure from Kory Childs and Mark Johler. James Junget claimed his second feature win of the season. Kory Childs and James Junget won their heat races. 12-year-old Haley Kapp got her first ever win during her heat race.

Davey Pennel holds off Dave Feiler to win the 50 lap late model feature Saturday night at the Dells Raceway Park

Jeff Blaser photo





Reynolds Jr. Rockets Into Winner's Circle, Takes Home 'Star Spangled 76' at Rockford

By Jordan Kuehne

Here comes 'Driver X'. A year removed from leading the Stanley Steemer NASCAR Late Models in wins, Jon Reynolds Jr. notched his second consecutive trophy tonight, fending off a late race challenge from Jerry Gille and finding victory lane in the 'Star Spangled 76' at the Rockford Speedway. Mike Lloyd led the opening 52 laps before his motor let go allowing Reynolds Jr. to inherit the lead and he never looked back. Even with a late race caution, Gille's efforts fell a little bit short as 'Driver X' looked to cut into points leader Tim Sargent's margin. In the Bargain Hunter Sportsman main event, Matt Berger found his way to the front of the field and ended up in victory lane and atop the points standings after Doug Bennett's late race troubles. Vinny Mangiaracina and Allen Gillis also collected feature wins on the evening.

Mike Lloyd slid into the lead as the green flag waved on the Stanley Steemer NASCAR Late Models 'Star Spangled 76'. Eddie May quickly followed Lloyd to clean air, working past Jake Gille for second on lap three. Tanner Whitten busted into the top five with 10 laps in the books, passing Gille after a spirited battle to take away fifth. Whitten came under fire from 'Driver X', Jon Reynolds Jr, with 15 laps completed. Reynolds Jr. and Whitten went door-to-door for fifth for ten laps before 'Driver X' exploded into the top five before swiftly pushing past Kyle Shear for fourth. Shear dropped from fourth to seventh as Whitten and two-time defending champion Jerry Gille got by the stateline hot shoe. Lloyd's machine began bellowing smoke with 50 laps to go but the local driver continued to drive away, hitting lapped traffic as the halfway mark came and went, allowing May to slowly inch closer to the leader. The caution that everyone besides Mike Lloyd desperately wanted to see finally came with 30 circuits to go after a solo spin by Joe Darnell on the frontstretch. The restart that followed gave Reynolds Jr. the momentum he needed, allowing the veteran to pull even with Mikie Breiner before edging into third. Reynolds Jr. wasted no time tracking down Eddie May for second, duplicating his winning move from last weekend as he drove into the bridesmaid's position.

Mike Lloyd's dominant run came to an abrupt end with 24 laps remaining after the pluming smoke finally turned into a blown engine as his machine expired. Suddenly Reynolds Jr. found himself in the top spot as Jerry Gille inherited second. On the ensuing restart, points leader Tim Sargent blew past Eddie May to claim third as Reynolds Jr. built a cushion up front, enjoying the action in his rearview mirror. Sargent worked his way to the inside of Gille for second as the two duelled for the runner-up spot. Sargent pushed Gille up the track to take second. Gille wasn't finished though, quickly responding with a love tap of his own as he regained the second spot and brought young Tanner Whitten with him into third. Whitten looked for any opening on the inside of the high banks in his quest for the runner-up spot. Meanwhile, Reynolds Jr. was checking out from the field, gleefully building a large margin as the young gun sized up the veteran. Whitten's effort for second cost him a top three spot as the 17-year-old threw his car a little too deep into turn four with four circuits to go, making light contact with Jerry Gille and losing traction before breaking into a spin on the frontstretch. The stage was set for a four lap shootout to the checkers as Gille closed up on his rival's back bumper.

The final green flag was Jon Reynolds Jr's cue to move as the hot shoe jumped out to a two car length margin over Gille and focused on hitting his marks. A last gasp effort by Gille for the win wasn't enough, allowing Jon Reynolds Jr.

to take the checkers first and collect his second consecutive feature victory. "I love these long races," an exhausted Reynolds Jr. stated in victory lane. "My dad texted me today and asked me if I had enough bite in the car but who does for 76 laps? I have to thank my crew and my sponsors who really put in a helping hand this week to get the car in great shape and put me in position to win this race. I feel bad for Mike (Lloyd) but it feels great to get two in a row and this helps us in the points for sure."

Gille's solid second place effort helps his quest for a third consecutive championship while points leader Tim Sargent rallied from some early obstacles to finish third. Kyle Shear survived a few visits to the pits to notch a stellar fourth place while Eddie May rounded out the top five in fifth.

Scott Lawver jumped out front in the early stages of the 25-lap Bargain Hunter Sportsman main event leading the 11 car field around the high banks and quickly building a nice cushion over second place Matt Doris. In the middle of the field, a hungry Matt Berger pushed Matt Lundberg for third, driving in so hard in turns one and two that he almost spun out with 18 laps remaining. Berger made a strong save though, keeping his car on the straight and narrow before rallying back to take away third from Lundberg on the bottom groove. Berger wasn't done yet, blowing past an overmatched Doris as he turned his attention toward Lawver and the lead. Behind Berger, points leader Doug Bennett tried to keep pace, working his way by Ron Morris and Lundberg before settling in third with 15 laps completed. At the same time that Bennett snatched third, Berger was setting up Lawver for the lead. Berger burst into the lead with nine circuits to go, blasting past Lawver on the bottom of the quarter mile to collect the top spot as Bennett quickly followed suit moving up to second. The caution flew for an unassisted Matt Doris spin in turn two with six laps to go. Right before the restart, Bennett suddenly lost power in his machine forcing the points leader to slowly roll to the pits and ending his promising night early. When the restart finally came it was Berger that took advantage, jumping out front and running away from the field over the course of the final six laps to find victory lane for the first time since opening night back in April. Berger's second feature win of the season put him back ahead of Bennett in the points chase, handing the momentum to the veteran as the halfway point of the season came and went.

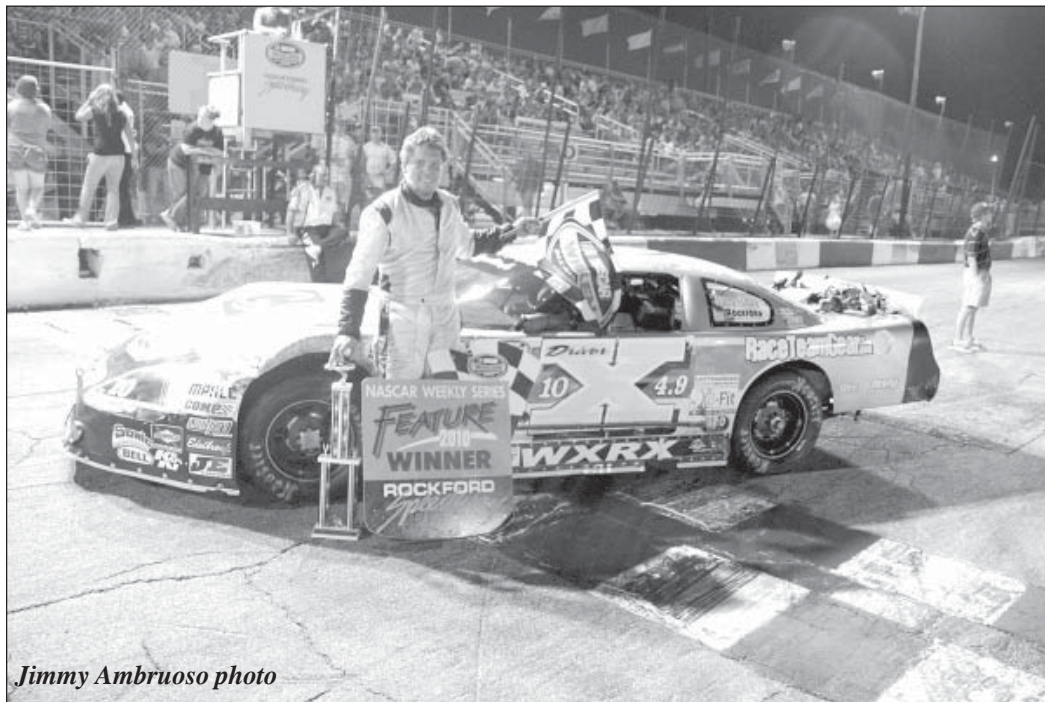
"It feels like it's been forever," a happy Berger said after the win. "The crew deserves a hand after all the rough luck we've had at points this season, and it feels good to get back to victory lane. Be even nicer to go two-for-two and win tomorrow too." The duel for second was intense as Ron Morris and Matt Lundberg went door-to-door with Lundberg edging out Morris at the line for the bridesmaid's position. Justin Sellers nudged Scott Lawver aside for fourth as the checkered flag waved, topping the Roscoe driver by a nose.

The Illini Midgets, the

class that the legendary Rockford Speedway was originally built for 63 years ago, took to the high banks for a 25-lap bout. Patrick Bruns blew past the front row and into the top spot on the opening lap as series points leader Allen Gillis set about tracking down the leader. Behind the leaders, the battle for fourth between Tyler Deschaine and Doug Orseske intensified as the halfway point came and went. Orseske set up Deschaine for two laps before making his move, slingshotting past the young gun into fourth. Up front, Bruns' engine let go ending his great run with seven laps remaining and quashing his hopes for victory. Gillis was the benefactor, inheriting the lead as second place Tyler Trainer closed up quickly and eyed the win. Using the inside of the track, Trainer pulled even with Gillis as late as two laps remaining but simply couldn't make the move stick, allowing Gillis to hang on and find victory lane once again. Gillis collected his third feature victory of the season and padded his points lead for the season. "I've been having problems all night with it and had to drive with manual steering in the feature," an exasperated Gillis said after the race. "I was going to be thrilled with a top three and I got the win. I honestly can't believe that we won that race but boy it feels great. Honestly, I had nothing for Bruns but we got lucky and I'll certainly take this win." Trainer settled for second while Orsekse closed a stellar evening out with a third place effort. Young Tyler Deschaine ended up fourth while Derrick Gough finished off the top five in fifth.

Justin Pearson mashed the gas on the Crap Scrappers Hornets' 15-lap Swarm and led the 11 car field on the opening life. Tim Dix settled into second as Vinny Mangiaracina and Devon Dixon duelled for third. The action up front got fast and furious as Mangiaracina split Dix and Dixon to claim second before wheeling his way around Pearson for the top spot. Devon Dixon followed Mangiaracina's blazing fast trail to maneuver his way into the bridesmaid's position. Mangiaracina kept his nose clean over the final four laps to collect the feature win as Dixon settled for second. Dix blew past Pearson with two laps remaining to find his way into third while Pearson found his way into fourth. Steve McBride completed the top five in fifth.

In the Yellowbook Hornet Challenge Flagpole Race, Steve McBride had his car geared up to turn left as he dodged the competition and the flagpole to find victory lane. Allen Meyers offered a tough challenge in an event that forced the competitors to maneuver around a flagpole on the frontstretch, but it wasn't enough to stop McBride from collecting the trophy.



Jimmy Ambruoso photo

Madhouse Star Finishes Second at Raceway Park in Shakopee

Jonathan "Jon Boy" Brown of the History Channel TV show Madhouse, made an appearance at Raceway Park on Sunday July 4th. We had a few moments to speak with Jon Boy before the races to discuss how the show was started, how he became involved and what the future plans are for the show.

How did the show get started?

They came out and shot teaser video back in 2008, and it was like a one race deal. We didn't realize it was going to take off like it did. They sold the show to the History Channel.

The first few episodes featured the other characters (Tim Brown, Jr. Miller and the Meyer's boys). You seemed to be a key player as the show went on. Was this by design?

I kind of forced the hand I guess. I never went under fourth in the points and winning races and knocking the key players around. The TV show is a great thing. It's opened a lot of doors for me. If it wasn't for that, I definitely wouldn't be here in Minnesota racing a car today.

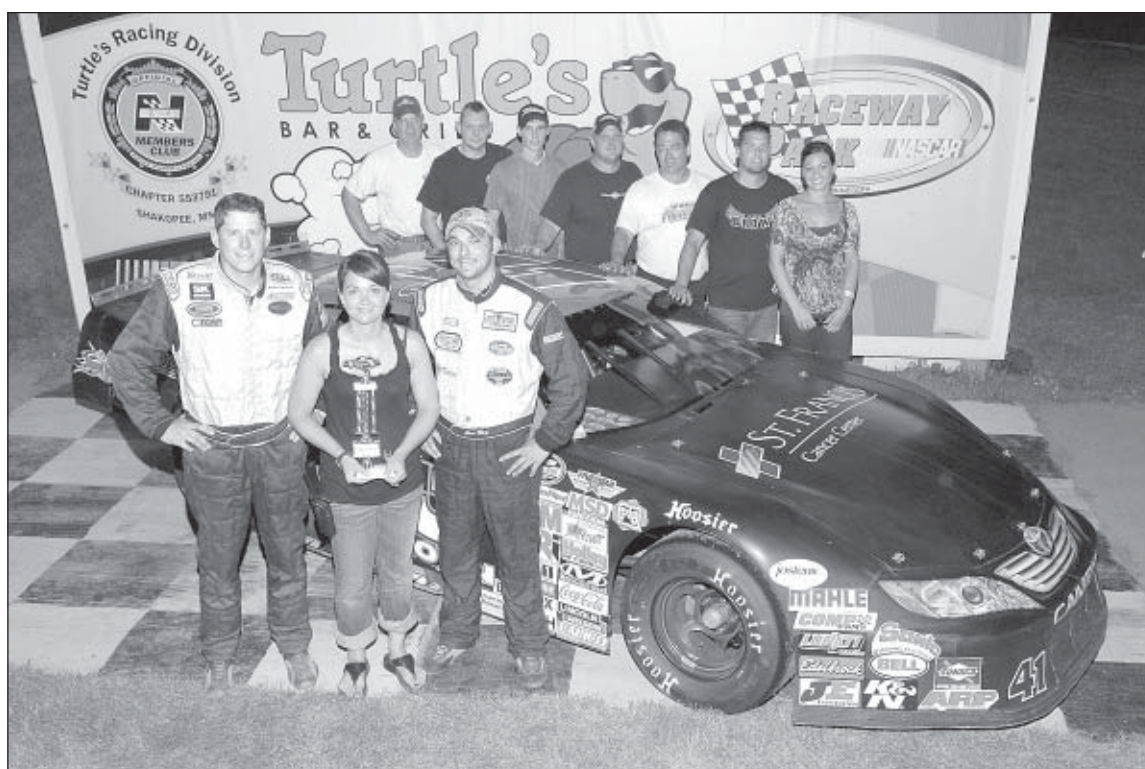
A lot of fans many not necessarily believe some of the behind the scenes footage shown, but I'm willing to bet this side of the show is very realistic.

Oh yeah, one of the main questions I get asked is about the rivalries. People ask if the things like that are as bad as they are on TV and I'll I can say is they're worse. They really can't show everything on TV.

Will there be a second season of Madhouse for race fans to look forward to?

I can't say everything I know, but I will say this. There were TV cameras for the first two weeks and there will be a second season, but you probably won't see it until 2011.

During the course of the evening at Raceway Park, Jonathan raced a Bomber car loaned to him by Greg Michaud, and Figure-8 in the night cap loaned by Steve Cheever and his best finish of the night was second to Donny Ruevers in the Late Model main event. Other winners for the evening included; Danny Johnson and Ricky Martin in the Figure-8's, Mike Gilomen in the Hobby Stocks, Tim Hollen in the Bombers, Todd Kamish in the Short Trackers and Bryan Adams cut like a knife through the field in the Mini Stocks.



Photos by Martin DeFries

Below, Annie Estes can sing the National Anthem and wheel a race car. Right column, Donny Ruevers and Jonathan Brown in victory lane, Mike Gilomen held off Brent Kane in the Hobby Stocks, and Todd Kamish picked up the Short Tracker main event.



Baumeister Jr. Bursts Into Victory Lane at Madison, Claims First Big 8 Triumph

By Jordan Kuehne

Two races, two first-time winners. A year removed from a 2009 campaign that was Ross Kenseth's coming out party, the BRP Big 8 Series presented by Gandrud Chevrolet has a new storyline emerging this season: parity. Johnny Baumeister Jr. did his part to add support to that growing theme on Friday evening, going wire-to-wire to march into the winner's circle for the first time in his Big 8 Series career, staving off late race challenges from Ryan Goldade and Steve Rubeck to take the checkers in the 'Gordie Boucher Fireworks 48' at Madison International Speedway. Two months after Casey Johnson found his way into the winner's circle at the Spring Classic at Rockford Speedway, Baumeister Jr. paced himself around 'Wisconsin's Fastest Half-Mile' and saved his tires for the end, wisely anticipating the late race dash that would ensue. Baumeister Jr. led the 26 car field to green in the BRP Big 8 Series presented by Gandrud Chevrolet 'Gordie Boucher Fireworks 48' tonight at Madison International Speedway. Baumeister Jr. wasted no time building a four car length cushion over fast qualifier and second place Ryan Goldade.

Behind the leaders, Steve Rubeck rocketed up to third, gaining five spots from his starting position in just six laps. Two-time series champion Jeremy Miller's love tap to the rear bumper of Kyle Shear allowed the MIS veteran to sneak into fourth place as Shear quickly dropped seven spots after the move.

With 19 laps in the books, Baumeister Jr. continued to pace the field, having extended his lead to ten car lengths over second place Goldade as the leader began to maneuver around lapped traffic at the tail end of the field. As the halfway mark came and went, the top five cars began to slowly bunch together with the aid of lapped traffic, setting up a furious dash to the finish.

The late race showdown gained momentum when the first caution of the event flew for a Dan Lensing spin in turn two. On the ensuing double-file restart, Baumeister broke loose to the lead as Steve Rubeck made his move past Goldade on the inside for second bringing Miller with him into third.

Rubeck wasn't done however, immediately turning his sights towards the trophy as he gunned for the lead. Miller refused to allow Rubeck to escape his clutches, peeking on the bottom for the bridesmaid's position as Baumeister Jr. assessed the action in his rearview mirror and tried to pad his margin out front.

With five circuits to go, fifth place Kris Kelly got loose on the frontstretch and made a great save to keep his machine straight, only dropping one spot as the leaders battled hot tires. As the white flag waved, Miller made his move for second, pushing past Rubeck for the position as Bobby Wilberg forcefully took third, dropping Rubeck to fourth. The night belonged to Johnny Baumeister Jr. though as the MIS veteran went wire-to-wire to collect the trophy and his first career Big 8 Series win.

"The car was really good through the corners tonight," an ecstatic Baumeister Jr. stated in the winner's circle. "It was a lot of fun to drive and I was happy with how the tires held up in the latter stages of the race. My crew did a great job giving me a nice car and I just tried to keep the nose clean out front. We were hooked up for a good portion of that race and it was fun to drive. The lapped traffic and that late caution worried me but the car was strong tonight."

After post-race inspection, Ryan Goldade and Steve Rubeck were both disqualified for their transmissions. Jeremy Miller ended up with a stellar second place effort as Bobby Wilberg notched a nice third place finish on his home track. Kris Kelly managed a fine fourth place effort despite his late race bobble while Zack Riddle rounded out the top five in fifth.



Doug Hornickel photo



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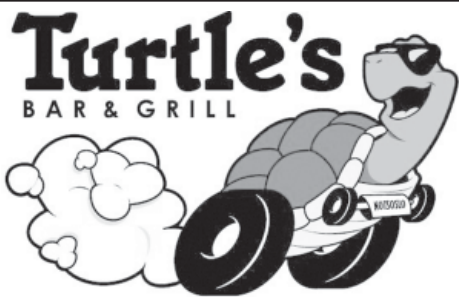
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