

THE MIDWEST RACING CONNECTION

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THE MIDWEST'S SHORT TRACK AUTO RACING AUTHORITY

September 2, 2010 Vol. 14, No. 10

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Point Battles Heat Up



4-Wide Action

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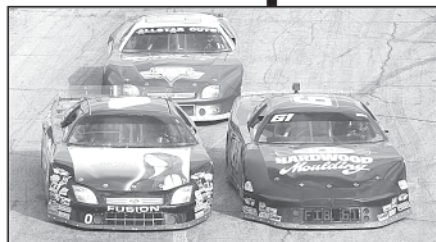
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September 2, 2010

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Publisher's Note

Racing According to Plan



Dan Plan

If the title of this column makes you think I'm going to go on another rant about the Minnesota State Fair not having a race track, well I've decided not to do it. Yes, I'm still bitter, but after 10 years, there's not much we can do at this point. Instead, I'm going to talk about a different kind of racing at the fair.

Thanks to Bob and Sue Allen, along with the rest of the gang from Arlington Raceway, we were able to see yet another race in Owatonna. The Steele County Fairgrounds has been hosting racing for a number of years, and held their annual race during the Steele County Free Fair recently. While the Owatonna track may not be the best for side-by-side racing, the atmosphere here really makes the show. There's just something special about a race during the fair. Covered grandstands, midway rides in the background and corn dogs are an awesome combination. The crowd in Owatonna has always been vocal, dating back to the legendary Jones/Noble battles. While Ron Jones wasn't on hand for this year's race, Mark Noble was in the house. We were standing on the backstretch during the main event, and you would have thought Dale Earnhardt Jr. had just taken the lead at Daytona by the roar of the crowd when Noble made his way out front.

This year's event had the IMCA Stock Cars as part of the show also, and I really enjoy watching these cars, as IMCA has allowed drivers to be a little more creative with the choice of body used on their cars. I personally think it's nice to see something other than a Monte Carlo (or Regal/Grand Prix/Cutlass) racing in a stock-bodied class. I especially like the Olds Cutlass Salon of Ken Teitz that eventually ended up winning the main event. The B-Mod main was won by Nate Chodur, with hard charger awards going to top-10 finishers Tucker Brueting and Matt Gray.

The annual county fairs and Minnesota State Fair signify we are approaching the end of the regular racing season in the upper-Midwest. Several tracks and series have tight

point battles going into the final weeks. Occasionally a tight point battle may lead to some slightly aggressive driving tactics, but hopefully the boys (and girls) will play nice during the last few weeks of the season. The ASA Midwest Tour has a couple of close battles taking place. Chris Wimmer and Steve Carlson recently traded places at the top of the list, with Wimmer now out front. On the Sportsman tour, Jay Kalbus and Chris Marek have exchanged positions at the top of the list several times this year, and probably several times during the course of the evening at Elko and Marshfield. Jason Thoma picked up his first win in the series at Marshfield, with Marek being in the right place at the right time at Elko. This point championship will be one to watch. Just two races remain, with the final event on the schedule a return trip to Elko for the Thunder Car Nationals. All I have to say is the event at Elko should be entertaining if the cars of Kalbus and Brent Kane end up near each other again. The LaCrosse Late Model point battle looks to go down to the wire as well, with Shawn Pfaff and J. Herbst swapping the top spot in recent weeks.

Only a few shows remain, and it's anybody's race to win at this point. And one of the point battles that doesn't necessarily have drivers competing side by side with each other is the NASCAR State title. For the state of Wisconsin, Herbst and Pfaff sit at the top of the list. The interesting part will be if drivers like Pat Doar, Chad Mahder or Steve Carlson can get enough shows in before the season is over. Only time will tell.

Once the point battles are settled, it's time for the season ending specials in this part of the country.

This is one of the most enjoyable times of the racing season, and I can't wait to hit the road each weekend to catch some of the events in the region. As school is also about to start for the kids, I was looking at our son's school schedule for October, while looking at the upcoming race schedules. It looks like he gets a week off in the middle of October this year. I think a trip to the Bahamas' should be on the schedule for this year. I've never been to the Bahamas', but it looks like a good time. I wonder if my wife and son will be surprised that we stop in Rockford, Illinois instead of a group of islands in the Atlantic Ocean.

This issue will mark our final print issue of the regular season. I want to thank our regular columnists and photographers. Without them, it wouldn't be possible to put out this publication each year. I also want to thank the tracks and retail locations that have allowed us to distribute

Racing at the Fairgrounds



Dan Plan photo

Top - Mark Noble speaks to the crowd after winning at the Steele County Fair race

Bottom - Ken Tietz (110) and Dan Mackenthun (92) battle for the lead. Teitz would go on to win the event.



Scott Swenson photo

our paper to the fans in Minnesota, Wisconsin and Illinois. Despite the decline in mainstream media print publications, the 2010 season has been the best ever for this publication. Our subscription numbers have increased and readership via our on-line version showing a significant increase over last year, mostly due to the great people at RacingOnline.com.

Make sure to check out our on-line monthly versions over the off-season at www.theracingconnection.com. Our first print issue of 2011 will come out in the spring.

Rock and Race



Paul Pittman

When comes to racing, one of the first things that you have to think about is safety and when it comes to safety in racing, at least in this area of the country, one of the first things that should come to mind is The Midwest Safety Team. For those who are wondering who I am talking about, please allow me to introduce you to them and what they are all about. First things first, what they are not are a bunch of jolly pumpkins riding around on 4-wheelers for the hell of it. They are, in fact, a dedicated group of race fans that choose to support racing in the best way they can, to ensure the safety of everyone they can that decides to sit their butt inside a racecar and all for the love of racing.

To begin, let's take a quick look at Gil and Donna Radtke. Gil has been doing this longer than he can remember and Donna, longer than she wants to admit. The Midwest Safety Team is an active component of the IRA Sprint Series in it's traveling road show, helping to ensure the safety of not only those under wings, but drivers with doors as well. Gil is also actively involved with other safety organizations and racing sanctions in an effort to gather information as it relates to the sport of racing. By bringing their experiences with the IRA, and discussing issues facing the World of Outlaws and other sanctioning bodies across the board, trends and potential problems can be identified and discussed so that responses and prevention can be developed. The current version of the team is composed of members living in Iowa, Northern WI, Madison, WI, along with help from others located in other various places. "When someone is interested in joining, the biggest hurdle is the travel. If they are willing to do that, then usually they are referred by a track to us. The medical and fire training isn't really a necessity. We can



Paul Pittman photo

work with things like that. The fire training we conduct ourselves, because of the specific conditions that we are faced with. When we get a prospective member, we work with them a couple weeks and they observe the operation. They can help out when needed, but they are basically there to learn. From there, we start working them into specific positions and functions, based on who is available on a given race night." According to Donna, one of Gil's biggest headaches is actually assembling the team on race day. "A lot of times, especially when we are traveling, Gil is driving down the road and still working on who is going to be there and who isn't. There is so much going on. I try to take as much off his shoulders as possible by taking care of the motels for our guys as well as the IRA staff, along with the books and other logistics items. We also try to schedule as many races in advance as possible as far as who can be there to help, but that always changes."

Race night for the team begins long before the first green flag waves. Upon getting to a facility, the team inspects the track, fencing, lights and even the outside area of the track and reviews any concerns that may impact the night's competition. "We have to be ready for anything and if a driver flips out of the track, we have to know how to get to him quickly and safely", commented Donna Radtke. Then when the cars hit the track, they are there to assist in staging and pushing off the very same competitors that they are there to help protect. For each race, the team is fully equipped with two quad runners fully equipped with water and foam for initial fire response as well as gear that may be needed for an initial response. Every member is equipped with 2-way radio communication between its members and the team can also communicate with emergency medical personnel at the track during the event as well. All in the interest of speeding up a response. They are then complimented by a vehicle carrying the team's remaining response gear comprising of nearly everything a fully stocked city emergency response unit would have, plus some. "Racing is a specialize deal and the potential injuries we deal with are normally trauma related and extrication." For example, the 4-wheelers you see in the infield, (which are generously supplied by Cedar Creek Motorsports), are used for immediate response and are equipped with dry-chemical and water fire extinguishers along with 5-Gallon bucket of water to dump on the driver to counter any methanol that might be on his driver suit. They also have pressurized foam and lifting equipment to hook the cars up to a wrecker if needed at the scene. Then you add the safety truck which carries over 750 pounds of dry chemical, another 50 gallons of water and the teams extrication equipment including the confined cutter that was specially built by TNT Rescue for the unit. The truck is also fully equipped with tool boxes, generator, sawzalls, and just about anything imaginable that might be needed, just in case. That is what it is all about anyway, just in case. The last thing you want a response unit doing is looking for or worse, wishing they had a tool that could mean the difference of saving a limb or not. But that is exactly what these guys are all about.

Oddly enough, one of Gil's nightly goals is also one issue that I always preached to and is dear to my heart as well. "We try our hardest,

The Price of Safety

no matter where we are, to keep the show going and get it finished as quick as possible so that the fans can get into the pit area and visit the drivers and teams. Especially the kids! They're our future and our legacy.

Looking back at the sport itself, Gil has had the opportunity to watch the cars evolve and how safety has influenced things along the way. One of the biggest improvements, (aside from the roll cage), Gil attributes to the seat designs that are currently being used. "The wrap-around seat these guys are using has got to be one of the biggest things right" he comments. Since the Earnhardt tragedy, when the issue was thrust into the forefront of racing, the seat design was one of the first areas to be examined and



Paul Pittman photo

improved. Over the years, the strength and designs have save more than a few trips to the chiropractor's office, not to mention other reasons for visits to the local medical center. Conversely, one issue that he has noticed an increase of problems concerning the drive line and torque tube. "This year, with the amount of horsepower that these engines are generating and the amount of torque that these cars are putting down to the track, the U-Joints are just coming apart and causing too many leg, foot and ankle injuries. Some of it is caused by teams trying to cut weight and some of the problem is that teams simply are not taking the time to inspect and replace the U-Joints regularly. " He continues, "When we respond to a car stalled on the track, we need to know what is going on. It could be as simple as the car stalling or coming out of gear, but it could also be a matter of the driveline hitting the driver's leg. When a push truck comes up on a car, if they do not bother checking, they could be doing far more damage than good." In fact, the very night that I spoke to Gil and others about the team, Travis Whitney lost a driveline in hot laps. The first question on everyone's lips was "Is he OK?" Fortunately, the only thing hurt was possibly the motor, unlike former IRA and Knoxville leadfoot Wayne Johnson who is currently recovering from injuries sustained to his leg and ankle when his driveline broke during a flip in a USCS event in Elma, WA. In fact, if you expand that to the area in and around the driver's legs in general, you can also include Knoxville ace Terry McCarl. Terry was hurt when something hit him in the leg at Jackson this year. Is anyone else seeing a pattern here? We have been worrying about the head, neck and back of the driver, but why stop there. The last time I checked, the human body extends well below the hips. Just like many of us, I am a sprint car

Rock and Race continued on page 6

2010 Quotes of the year

It's a Jeep thing.

Dave Keneney following contact between Jeff Keeney and Jeep Van Wormer during the Masters.

My doctor said I had to quit drinking beer. I told him I'm going to find a new doctor.

A certain race car driver that also owns a bar.

Cool, where do you normally race?

Chris Marek to Matt Kenseth prior to being interviewed as the fast qualifiers at the All-Star Challenge in Madison.

Don't forget your trophy!

Rob Snichels as he tossed a flat tire into a competitors truck following the races.

I never said she was my smart girlfriend.

A driver who shall remain nameless to allow him to keep his girlfriend.

I should just change the saying from you can't win all the time to you can't win anytime.

Conrad Jorgenson following a fourth place finish.

He was just charged with premature acceleration.

World of Outlaws announcer during the USA Nationals at Cedar Lake.

A bad night at the race track is still better than a good day at work.

The Sheriff, also known as Bill "Doc" Niles.

This car is getting old, just like me.

Steve Carlson after his orange car broke a left front control arm.

Only in motorsports will somebody stab you in the back, and then ask you to sponsor the knife.

Comment from an unnamed source on Facebook.

Nice run. Who was driving the car tonight?

Track official, Norm Nekirk's, comment to Bryan Turtle after winning the Hobby Stock feature at Raceway Park.

I used to be able to run a lot faster, now my cane gets in the way.

Dave Noble at Owatonna following Mark Noble's win during the fair race.

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Rock and Race from page 5

purist, but enough is enough. Let's find a way to make the entire cockpit safer, NOW!

As stated earlier, the team is blessed to have the support of outside agencies like TNT One thing that Gil is particularly proud of is the newest "toy" is a cutter that allows a single responder to enter the driver's cockpit to cut materials away from the driver's extremities without the use of large scissor devices like the jaws of life. This will greatly reduce the overall response time and extraction of the driver in

case it is ever needed, getting help to the driver faster and allowing for a quicker cleanup of the incident trackside.

Together, their family run salt business began the operation and along the way, because of their professionalism and dedication, has picked up a lot of help in the form of help and support. What began as a local operation has now evolved into one of the Midwest's elite touring safety team. If you think I am exaggerating, just ask any of the sprint car teams that compete with the IRA or, talk to some of the drivers they have helped to fish out of a wrecked racecar after one of those hold your breath accidents. As Gil puts it, one of the most satisfying things

that happens is when he is approached by the family members of those he has rescued and thanked for their efforts and help. They truly realize what the Midwest Safety Team is for and how important they are when they roll onto the track grounds. So the next time you happen to see one of my "Mobile Orange Pumpkins" (as I always affectionately referred to them in the announcers booth), and you happen to agree with the idea of a team working together in an effort of doing whatever they can to help keep the sport alive and well, (in more ways than one), stop and talk to them a bit and let them know how you feel and they are appreciated. I know I do!



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**September 10 & 11
Northern Nationals**

Auto Racing Facts, Observances and Opinions



Dale P. Danielski

It certainly was nice to see the great crowd on hand for the return of the ASA Midwest Tour to Marshfield Motor Speedway Saturday, August 21st. Yes indeed there are plenty of paved racing fans in the area and on this day they were treated to some excellent racing on the ½ mile asphalt oval.

A fine field of 32 cars checked in for the Tour race and when all preliminary racing was complete 26 of them were set to do battle in the 100 lap feature event. If you would have predicted that Chris Wimmer would lead all 100 laps of the feature going into this race where passing is at a premium, most folks would have thought you crazy. But that's exactly what happened, as Wimmer was launched off the front row of the field like a rocket into a lead he would not relinquish. A number of caution slowing incidents tightened up the field but Wimmer was able to thwart all attempts by his competition to take away the lead and motor on to win his first Tour feature of 2010. With the victory Wimmer has now taken over the Tour point lead with two events remaining. Chris Weinkauff continued his banner 2010 season by placing 2nd and was followed by Skylar Holzhausen, who briefly tasted the lead in the main but not where it counted at the start finish line, Andrew Morrissey, Mark Eswein, fast qualifier Nate Haseleu, Travis Sauter all the way from 21st starting spot, Jamie Iverson, Jacob Goede and Tour rookie Thor Anderson the top 10. Many battles took place throughout the field and even though Wimmer led every lap none of the fans on hand left thinking they saw a ho-hum race. The 100 lap grind was more eventful for some than others. Jamie Iverson had a fender knocked off before rebounding to finish 8th. Ross Kenseth who qualified poorly was nonetheless making his way to the front in the feature. Contact sent him spinning though and to the back of the pack he went for the restart. Again making progress he next suffered with a flat tire. A

quick change of rubber again put him in the back on the restart where he worked his way up to 12th at the finish. Michael Bilderback had a decent run going when he suddenly found himself climbing the grass embankment in turn 3. With his car at close to a 90 degree angle on the hill things looked bleak. Amazingly though, Bilderback was able to drive away and continued on to a 19th place finish the last car completing 100 laps. Nick Murgic who has had some very strong runs of late wasn't so lucky as he backed into the barriers off turn 4 damaging his race car. A 22nd place finish was all he had to show for his efforts after racing in the top 10 all evening. Steve Carlson suffered through a tough night of racing which in itself is rare. Choosing to race his blue car over the orange one he usually competes on the Tour with, Carlson qualified 14th before racing to a win in the even qualifier dash. That turned out to be the highlight of his evening though as he found himself facing the wrong way after a spin in the 100 lap feature event, eventually placing 17th in the final running order. Definitely not a ho-hum evening of racing at Marshfield Motor Speedway. With all that occurred tonight you can bet the last two ASA Midwest Tour events will produce much the same with a champion crowned at the Annual Oktoberfest weekend of racing October 7-10.

Here and there...Ross Kenseth will be starting his senior year of high school this fall and will again be on the basketball team. "We were 17-10 last year and I'm hoping we'll be better this year." No word yet on what and where he will be racing in 2011 though, but I have to believe the southland will beckon here in the very near future...Dan Fredrickson who was well up in the standings heading into the Marshfield ASA Tour event missed the show and has now fallen all the way to 12th...As reported in our last effort Steve Holzhausen after his bad wreck at Dells Raceway Park was scheduled for surgery on his lower leg and ankle. The surgery went well but Holzhausen will definitely not be racing anymore this year...This week's quote of the column comes from Bryan Reffner. "I was resetting my tach, looked

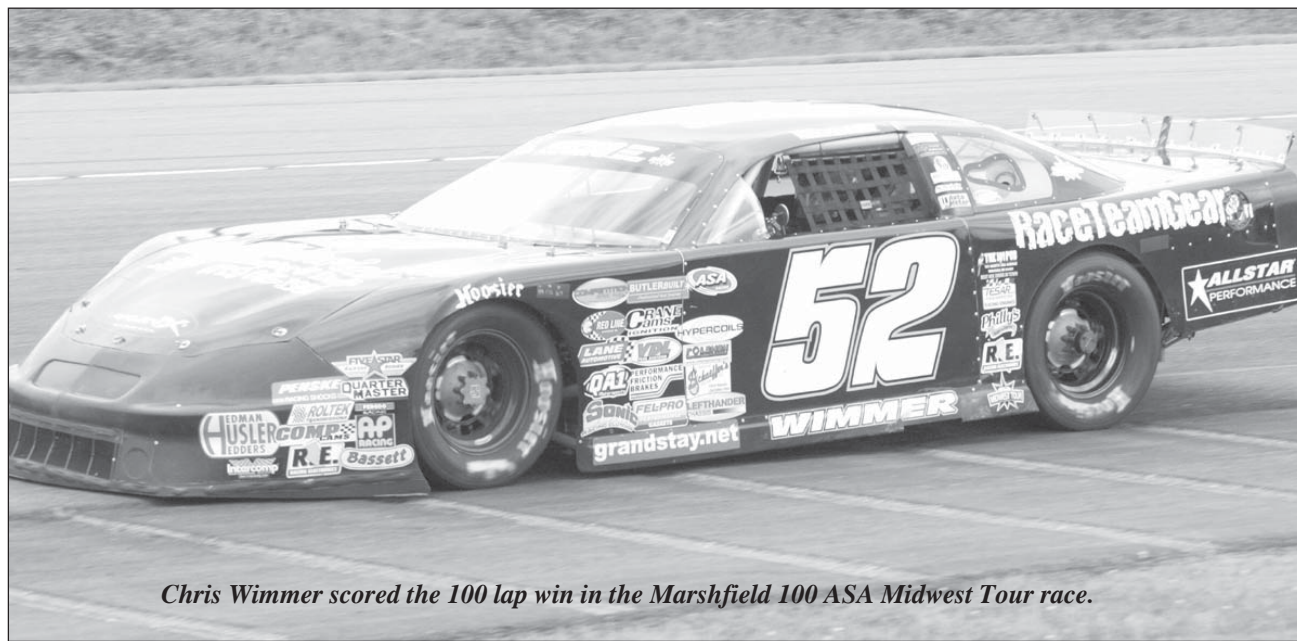
Dale's Picture from the past



Bryan Reffner in the Late Model he raced in Wisconsin in 1984.

up and there was Nathan Haseleu's car. With no time to stop I hit him!" This, mind you was in the pit area while teams were practicing in preparation for the Marshfield 100 ASA Tour race! Things didn't get a whole lot better for Reffner either as he qualified on time for the 100 lap main but pulled out early on the way to a 24th place finish... Speaking of the "Fest and of course my interest in racing from years past, Champions Reunion II will be held at the track Sunday October 10 in the Hospitality Chalet beginning at 11am. If you are a series, track, or previous Oktoberfest feature winning champion from 2008 on back and haven't raced since, you are invited! Food and beverage and a whole lot of fun. Get ahold of yours truly at the address below if you plan to attend...

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



Chris Wimmer scored the 100 lap win in the Marshfield 100 ASA Midwest Tour race.

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The Inside Dirt**Stan Meissner**

Family obligations and home maintenance projects along with oppressive heat produced some late season burnout and made inroads into my August race attendance. The Rice Lake season championship night on August 28 featuring UMSS Sprints was just what I needed to jump start my enthusiasm as the specials season quickly approaches.

The UMSS Sprints equaled their low car count total at 14 for the third time this season. Ron Bernhagen of the UMSS pointed out that the averages are slowly climbing and 2011 should be a breakout year for the UMSS. Two new competitors were on hand for their first UMSS race, David Craft, a Brooke Tatnell crewman who hails from Sydney NSW Australia and Charlie Cropp, who cut his racing teeth in Winged Karts. With the addition of these two drivers a total of 53 drivers have competed with the UMSS so far this season. Several teams have experienced engine problems and some are saving their equipment for the upcoming special events so I look for increased car counts as the UMSS closes out its second season in the coming weeks. Joseph Kouba hit the third turn wall hard in hot laps and flipped breaking his chassis in two places and reducing the car count to thirteen.

The hot windy weather made the Rice Lake surface dry slick as is always the case in those conditions and drivers in all classes struggled to avoid spins. The UMSS Heats admittedly were a bit of an ordeal due to the slick conditions but push vehicles were on the spot and helped to keep things moving. I didn't know what to expect of the UMSS Feature which was the last race of the evening on a

slick rubbered up track. My concerns proved to be unwarranted as it was the best UMSS race of the night with only one caution and plenty of racing for position. Ron Erickson started on the pole and looked to have his first win in the bag until a lap eight caution allowed Brandon Allen to scope out a better lane for the restart. Allen passed Erickson on lap twelve with Cody Hahn and Jerry Richert Jr. in pursuit. Erickson would fall to fourth but he was encouraged by the best performance of his rookie season on the eve of his birthday.

The UMSS will be appearing at North Central Speedway's Mighty Axe Nationals scheduled to take place on Saturday and Sunday of Labor Day weekend September 4-5. The Mighty Axe was conceived by former NCS promoter Karen Riser and has gone on to become one of the most popular late season specials in Minnesota. This year the Mighty Axe will be followed by a RaceMN Modified show on Monday September 6 making a three race weekend for Modified fans.

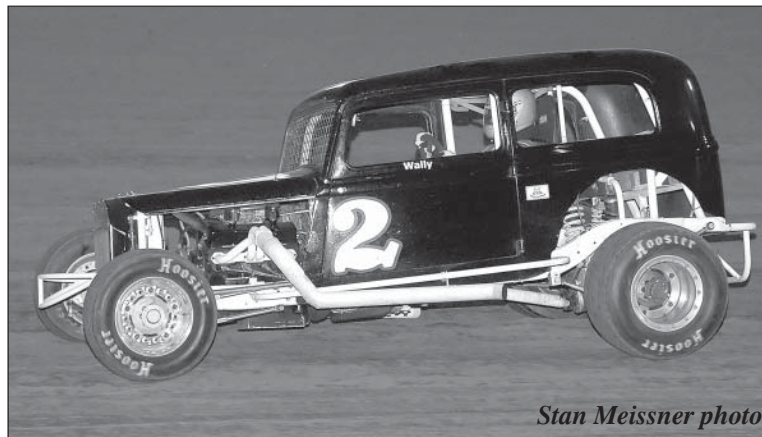
The tenth annual Jerry Richert Memorial will take place on Saturday September 11 at the Cedar Lake Speedway. For the second year in a row this all Sprint Car event will feature the IRA 410 Outlaw Sprints along with the UMSS 360 Sprint Cars and Vintage Cars. Past winners of the Jerry Richert Memorial include Kim Mock in 2001, Don Droud Jr. 2002, Terry McCarl 2003 and 2004, Justin Henderson 2005, Mike Reinke 2006 and 2007, and Brooke Tatnell 2008 and 2009.

Jerry Richert Sr. was one of the best Sprint Car racers in the United States with his most notable accomplishments taking place during the decade of the 1960's. Jerry Richert Sr. won IMCA championships in 1964, 1965, 1966 and 1968. He was the IMCA runner-up in 1967 and 1970. Jerry was the winner of the 1962 Knoxville Nationals and was inducted into the Knoxville Raceway Hall of Fame in 1986 and the National Sprint Car Hall of Fame in 1991. Jerry Richert Sr. made eight starts in the Little 500 with his best finishes three seconds and a third. He was inducted into the Little 500 Hall of Fame in 2007.

Also appearing with the IRA and UMSS Sprints are the Northern Vintage Stockcar Racers which will be competing in exhibition races. Several weeks ago on a trip to Arlington Raceway I watched as kids were selected to come down from the stands and ride along in the Stock Cars (and one Modified) as drivers made a parade lap. That brought back a memory of a conversation I had with my sister last winter. She reminded me of the time that Jerry

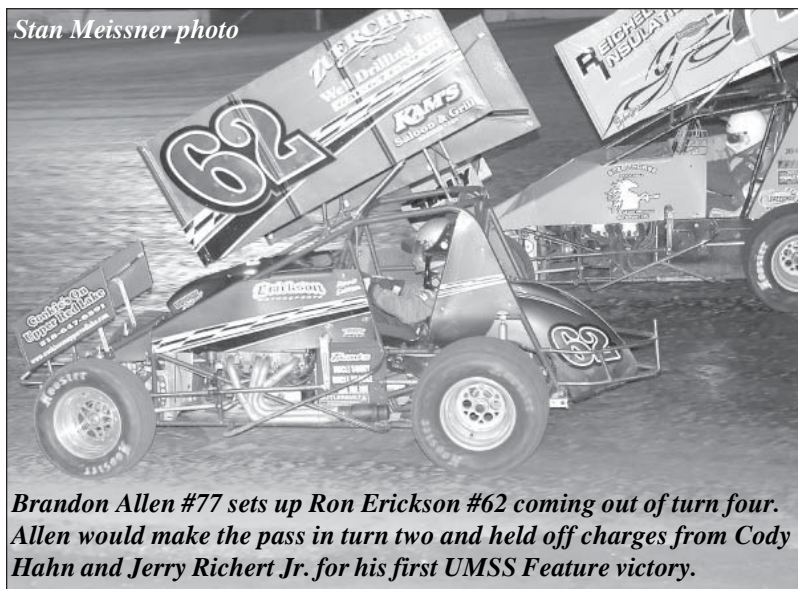
Richert Sr. took us for a lap around Twin City Speedway in the Deuce after a Sunday afternoon race. One of the NVSR cars is a replica of that Model A bodied race car. The year would have been 1961 as the Deuce was "cut down" and shed its body over the winter of 1961-1962 and debuted as a smaller, lighter car for the 1962 season. It wasn't long afterwards that, Jerry Richert Sr. stopped driving the 60's era Modifieds to concentrate on his Sprint Car career. Thanks to my sister Judy Rathburn for pointing this out to me and bringing back a great memory. Perhaps some of those kids at Arlington will become life long racing fans as a result of a seemingly little thing like a ride around the track.

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

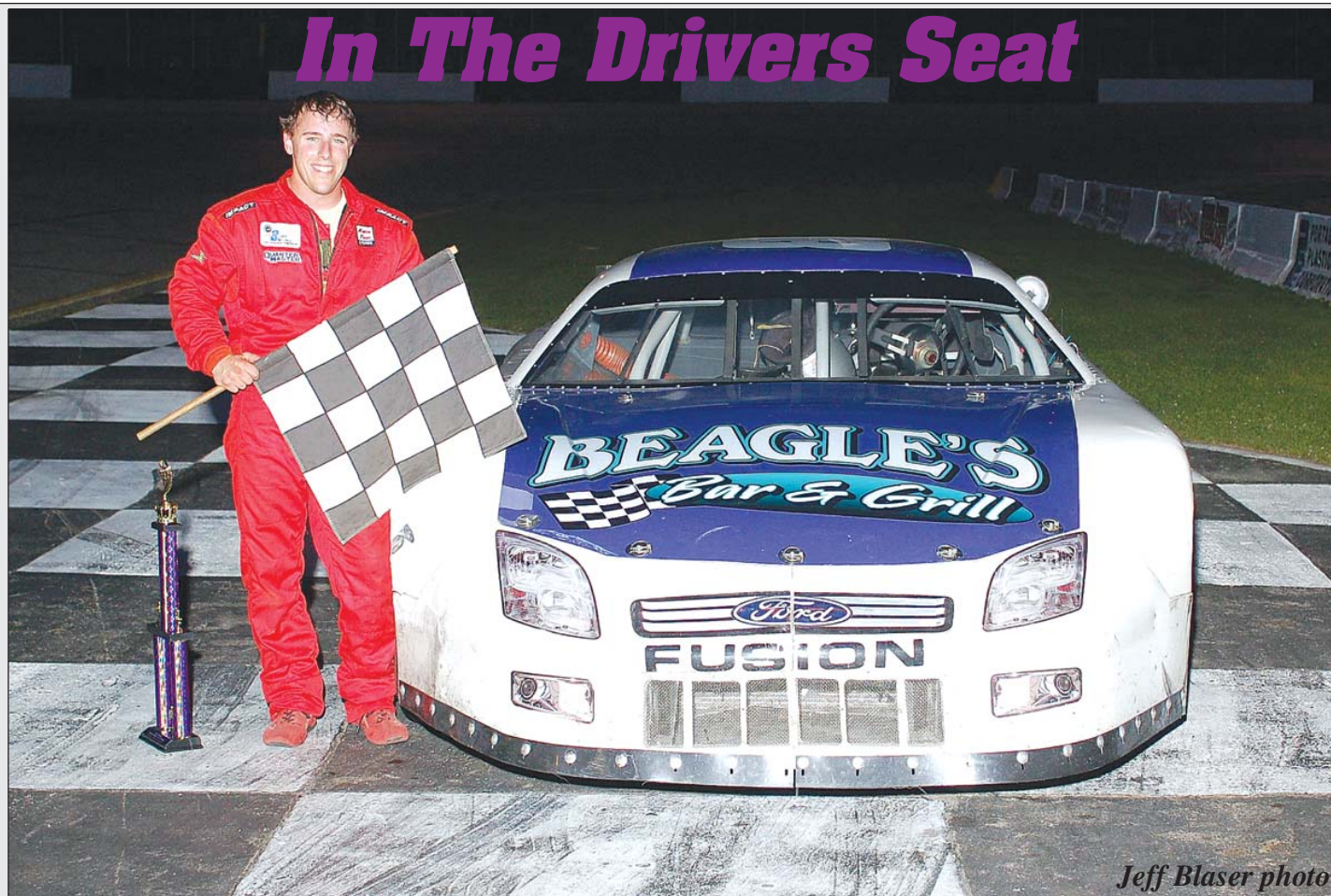
*Stan Meissner photo*

Above, Terry McCarl signs an autograph for a young fan at the 2009 Jerry Richert Memorial as Johnny Herrera looks on. Both McCarl and Herrera are former World of Outlaws drivers and represent the kind of talent that you can expect to see at the Jerry Richert Memorial IRA/Knoxville 410 Sprint Car Challenge.

Below, Chuck Swenson won the Sprint Car portion of the 2005 Mighty Axe Nationals at North Central Speedway. Swenson can be seen holding the golden axe that winners receive as part of their hardware. The Mighty Axe was conceived by former NCS promoter Karen Riser and has gone on to become a popular end of season special event in central Minnesota.

*Stan Meissner photo**Stan Meissner photo*

Brandon Allen #77 sets up Ron Erickson #62 coming out of turn four. Allen would make the pass in turn two and held off charges from Cody Hahn and Jerry Richert Jr. for his first UMSS Feature victory.



Jeff Blaser photo

THIRD GENERATION HOLZHAUSEN KEEPING FAMILY TRADITION ALIVE

By: Kari Shear-Carlson

"I always knew that I wanted to be a race car driver." These were the words of driver, Skylar Holzhausen from LaCrosse, WI. Skylar grew up in central Wisconsin spending his summers watching his dad Steve race at venues such as Dells Raceway Park, LaCrosse Fairgrounds Speedway, and Marshfield Motor Speedway. What many do not realize is that Skylar is actually a third generation driver. The family tradition started with Skylar's grandfather Bud, who raced midgets and open-wheel on dirt.

Skylar's racing background has proven to have made an impact on the soon-to-be 21-year-old. In 1999, Holzhausen started racing go-karts. In 2001 he won 15 out of 18 events and a go-kart championship. In 2006 and 2007, Skylar started racing weekly late models at LaCrosse Fairgrounds Speedway and in 2008 he changed venues racing weekly at Dells Raceway Park. As his career continued to grow, he found himself racing in both the Big 8 Series, as well as the Wisconsin Challenge Series in 2009. He wrapped up a weekly win at Marshfield and also won the Fall Spectacular at Marshfield Motor Speedway in 2009.

His recent third place finish in the American Speed Association® Kwik Trip Midwest Tour presented by ECHO Outdoor Power Equipment and grandstay.net event at Marshfield should come as no surprise. In fact, during the race it felt like a routine event as he raced against other local drivers such as Mark Eswein and Eugene Gregorich Jr. It was not until the event was over that the caliber of drivers that he beat sunk in. "At the end of the race it was like I finally realized who I had actually beat. I was like, wow I beat Steve Carlson, Nathan Haseleu and Tim Schendel amongst others," he said with modesty.

The Marshfield 100 was the third ASAMT event Holzhausen had raced so far in 2010. His first visit

came at Hawkeye Downs in Cedar Rapids earlier this season, a track he had never been to. After qualifying 25th and working his way up to fourth in the last chance race, Skylar finished an impressive 13th in his first ASAMT event in 2010 and first ever visit to Hawkeye Downs.

On August 14th, the ASAMT headed to familiar turf for the Wisconsin Dells 100. His dad had a lot of success at the track over the years and Skylar has been following in those footsteps winning a weekly feature event in 2008. He qualified 12th for the Super Late Model event and finished in the top ten. However, he was less than satisfied with an eighth place finish. "I was not really happy with my performance at the Dells. I thought I had a better car than I did and I just couldn't go anywhere." While he may not have been pleased with his finish, his expectations going into each ASAMT was to finish in the top ten or top five. I would say two out of three is not bad.

As expected, Skylar's heroes in racing were of course his father, grandfather and uncles. But even though he was young and his dad was his hero as most are at that age, spotting talent in other drivers is something that young drivers can not always keenly recognize. Many times young kids who are able to see how drivers on the track are driving the car, how the car is handling and their ability to move through the field are the ones who are able to apply those things when they get behind the wheel.

In fact, Skylar recalled an ARTGO event at the Dells when he was quite young. His dad had dropped out early. With his dad out of the race, his mom asked him who was going to win and without hesitation he said, "Joe Shear!" He added, "As soon as my dad had wrecked, I remember watching Joe moving up through the field and the way he was

driving and how the car looked, I just knew that he was going to the front and he was always my next pick to my dad."

While he may have had other heroes as he grew up, there are certain things about his father's driving style that he hopes to emulate. Steve Holzhausen has always been known as a smooth, consistent driver and that is something Skylar hopes he too will be recognized for. He would like to emulate not only his dad but other drivers, even some dirt drivers who are "smooth and never out of shape."

As a young driver, Skylar Holzhausen has a very mature outlook on racing and his goals for the future. What he remembers most from each ASAMT event so far this year is not so much the things he did right, but what he could have done better and the things he learned that he can improve on for the next race.

Family traditions mean something different to each person. It is the deep racing roots and family traditions that motivate Skylar to keep racing. "I love listening to all of the old stories and all the fun after the races and I want to be able to continue to add to those memories and keep the family tradition alive." Well he is certainly off to a pretty good start. Pending sponsorship, Skylar's goals for 2011 include running the full ASA Midwest Tour schedule as well as some nationally known events, such as the famed Snowball Derby.

One thing is for sure, if Skylar Holzhausen joins the ASAMT full-time in 2011, fans are sure to see more of his expectations fulfilled and drivers will have another tough competitor who will be filling up their rearview mirrors and hoping to put them in his.

THE MIDWEST RACING CONNECTION

Photo Gallery



Tucker Brueting and Matt Gray battle for position at Owatonna
Scott Swenson photo



Jason Thoma beat Scott Null to the line at Marshfield
Doug Hornickel photo



Steve Lichtfield celebrates his first win
Jeff Blaser photo



Roadrunner winner Dennis Smith
Jimmy Ambruso photo



Sportsmen winner Jamie Dummer
Mary Schill photo



Front-Wheel Flyer champion Ryan Varner
Martin DeFries photo

THE MIDWEST RACING CONNECTION

Photo Gallery



Late Model winner J. Herbst
Mary Schill photo



Late Model winner Mark Lamoreaux
Martin DeFries photo



Modified winner Jason Miller
Jerry Zimmer photo



Late Model action at Cedar Lake
Jerry Zimmer photo



Seventeen feature wins and counting for Brent Kane
Martin DeFries photo



Winged Sprint action from Slinger.
Mark Melchiori photo



JT Anderson has been involved in racing since he was in diapers. JT recently fulfilled a life-long dream of being a flagman and made his debut as a substitute NASCAR official at Raceway Park.

No word if John Darby has called at the time of publication.

Martin DeFries photo



.....and speaking of being in diapers. *The Midwest Racing Connection* also works as a usefull tool when potty-training youngsters as shown here by Ryan Nuttleman

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The Racing Geek



by **Jordan Bianchi**

Amidst the Clydesdales and the bottles of Budweiser, Richard Childress and Kevin Harvick made it known what everyone already knew. Starting next season, Harvick's No. 29 Chevrolet will be sporting the Budweiser colors. On the same day as the Harvick-Childress-Budweiser press conference, Marcos Ambrose confirmed that he will be replacing Kasey Kahne at Richard Petty Motorsports next season. A move that reunites Ambrose with Ford, a longtime supporter of the Aussie's when he was racing touring cars in his native Australia.

There was nothing surprising about either of these announcements. We've known that these respective deals have been essentially done for weeks now. It was just a matter of making them public. It certainly doesn't mean that all the reshuffling is over with in regards to 2011. There are still unanswered questions about who's going to sponsor Jeff Gordon (Wal-Mart?), Tony Stewart (Mobil 1?) and Mark Martin (?) next year.

But with Harvick aligning with The King of Beers and Ambrose going to drive for The King, it does make it easy to start analyzing what affect all the driver, team and sponsor changes will have on next season. Some changes obviously will have a bigger impact than others, but each is newsworthy in its own right.

Since we're on the subject; does anyone else think that it's strange that drivers and teams announce their future plans while still in the middle of the current season? No other sport does this except for racing. It would be like LeBron James announcing last March that he was leaving the Cleveland Cavaliers and playing for the Miami Heat. Yet, he still had the regular season and playoffs games to play for the Cavs.

For the remainder of the 2010 season, Ambrose, Kasey Kahne, Bobby Labonte and others will be competing against the very teams they'll be driving for in '11. What would the reaction be if Ambrose accidentally gave Kahne's Ford a nudge that sent him into the wall? How would the crew guys feel, fixing a car that was wrecked by the guy who'll be their driver the following season?

Enough rambling about something that's been happening forever, because in the end, there most likely will never be changes to this process. Let's analyze all the changes that have occurred in the last months. Yes, you're going to need a scorecard to keep track.

Hendrick Motorsports farms-out Kasey Kahne for a year to Team Red Bull, before rejoining Hendrick in 2012 to replace Mark Martin in the 5 car.

Reason for Optimism: Kasey Kahne is widely regarded as one of the best drivers in NASCAR. Team Red Bull has also shown an ability to field fast racecars, even going as far to put a car in the Chase a year ago. With nothing to lose really, it wouldn't be out of line to think that this pairing is going to go all-out for wins.

Reason for Skepticism: Consistency isn't something you usually associate with Team Red Bull. One week they're running up front, the next, they're struggling to finish 20th. Also cause for concern is that Kahne has nothing invested in this team beyond next season. How is a driver who's only committed to the team for a year good for the long-term growth of the organization?

The Skinny: In its four years fielding Sprint Cup cars, Team Red Bull has never had a driver of Kasey Kahne's ilk piloting one of their Toyotas. Assuming Brian Vickers comes back healthy, Team Red Bull will have two proven drivers wielding their cars, which in theory, should produce better results on the track.

Marcos Ambrose leaves JTG Daugherty Racing to replace Kasey Kahne at Richard Petty Motorsports.

Reason for Optimism: Ambrose will be leaving a team that has never won a race in the Sprint Cup, for a team that has won 10 races since 2006, and twice has made the Chase. He will also be reuniting with Ford, the manufacturer which he's had the majority of his success with throughout his career.

Reason for Skepticism: Ambrose still hasn't proven that he can consistently get the job done on the ovals. Richard Petty Motorsports isn't exactly a bastion of stability. There are questions about the ownership's desire to stay in NASCAR long-term, sponsorship concerns, and there's a sense that Kasey Kahne made this team look a lot better than it actually was.

The Skinny: There's no questioning Marcos Ambrose's talent driving a racecar, but whether that translates to NASCAR remains to be seen. In a press conference, the Aussie acknowledged that he needs to get better on the intermediate tracks, which makeup the bulk of the Sprint Cup schedule. This, not coincidentally, just happens to be the one area that is Richard Petty Motorsports' strong suit. You know that the Tasmanian driver will always be competitive anytime the series races on a road course. So at least they have that going for them.

JTG Daugherty Racing signs Bobby Labonte to replace the departing Marcos Ambrose.

Reason for Optimism: After accumulating five DNFs this season directly due to accidents, hiring a driver like Bobby Labonte, who has a reputation for taking care of his equipment, is a smart move. When you're a mid-level team like JTG Daugherty is, repairing bent sheet metal every week can be a costly proposition that could eventually sink the single-car team.

Reason for Skepticism: At 46-years-old, there are serious questions as to how much Bobby Labonte still has left. He hasn't won a race since the 2003 season, and his average finish in the yearend standings since leaving Joe Gibbs Racing at the end of the 2005 season is 22.5. I hate to say it,

but all signs point to the former series champ being washed-up.

The Skinny: This will unquestionably be Labonte's last chance with a bona fide Sprint Cup team and he should be extra motivated to get the job done on the track. Whether that actually means anything in the grand scheme of things remains to be seen. At the very least, Labonte is a nice one-year stopgap before Trevor Bayne is ready to hop behind the wheel.

After examining his options, AJ Allmendinger re-ups with Richard Petty Motorsports.

Reason for Optimism: Losing Kasey Kahne was a huge blow for RPM, but in re-signing Allmendinger to a multi-year extension, they showed that they weren't about to shutter the windows and disband the organization. This, accompanied with the signing of Marcos Ambrose, means there's actual optimism surrounding the future of RPM for the first time in eons.

Reason for Skepticism: Can RPM build a team around Allmendinger that will help take him to that next level? The jury is still out on that. Can Allmendinger continue to grow and stop making the costly mistakes that he too often does? The jury is still out on that one too.

The Skinny: With Kasey Kahne leaving, RPM needs a young, marketable driver to build around. A driver, who if they surround him with the right personnel, could contend for race wins. 'Dinger meets that very criteria to a T. Add in the fact that Best Buy enjoys their relationship with the former open-wheel driver, it was a move RPM had to make to remain viable.

Penske Racing lures Shell/Pennzoil away from RCR to sponsor Kurt Busch, who will drive the No. 22 Dodge next season. Miller Lite will continue sponsoring the No. 2 car, which will be driven by Brad Keselowski.

Reason for Optimism: Roger Penske was able to keep longtime sponsor Miller Lite happy, while at the same time bringing in another high-profile sponsor. That rarely happens in this sport. The influx of cash that Shell/Pennzoil is bringing in will go a long way in keeping Penske Racing among the elite teams in Sprint Cup.

Reason for Skepticism: There's little downside risk for Penske Racing on this. One thing to keep an eye on is how patient the brewmaker will be if Brad Keselowski continues to struggle on the Sprint Cup side of things. If the Blue Deuce isn't winning races like it once was, would it surprise anyone if Miller Lite started looking elsewhere?

The Skinny: As usual, The Captain is one step ahead of everyone else. He was able to get his new big-buck sponsor, the driver they wanted (Kurt Busch), while not only avoiding stepping on the toes of Miller Lite, but getting a driver paired with them that better fits their demographic. In the business, we call that a win-win.

With Shell/Pennzoil moving to Penske Racing, Richard Childress brings in Budweiser to adorn Kevin Harvick's Chevrolet.

Reason for Optimism: This is a perfect pairing of a driver and sponsor as Kevin Harvick represents what Budweiser is trying to sell perfectly.

Reason for Skepticism: Though Budweiser has signed on

continued on page 17

The Lady and the Track



Molly Vadnais

Separating Myth from the Realities of Racing

Whenever I hear about how glamorous people think racing is, I have to laugh to myself. I would use a lot of words to describe racing, but glamour is not one that comes to mind. When people automatically assume it is like the NASCAR races on television, I tell them what racing is really like and feel like I am constantly bursting people's bubbles. These are the most common misconceptions I hear about the glamour of racing....and my responses.

1) All Drivers are rich...
Oh if you people only knew the truth. I hear this all the time and I have to laugh at how ridiculous it actually is! Sure anyone in the holy trinity of racing is pulling in a nice paycheck and even some big dogs of the short track world can make a living on racing but if any gal thinks she is getting a sugar daddy race car driver she better come to a quick realization that anything earned goes back into that car! I once heard someone say owning a boat is like throwing money into the lake...well, owning a race car is like handing Hoosier half your paycheck!

2) They only have to work on Saturday night or Sundays...
If only this was true! The way our schedule goes is

Wednesday night is race car night, Thursday is testing, Friday is driving to the track, Saturday is racing and Sunday is the recap. If the car comes home without a scratch, you can repeat this but if anything happened, all bets are off. This is usually on top of a full time job (see number one) for ten months out of the year. We have learned to plan big events (weddings, baptisms, births etc.) so as not to conflict with the racing schedule.

3) Traveling around the country is so fun...
Obviously these people think that it is airplanes and top notch accommodations. They have never traveled with Josh "just push through it" Vadnais, who does not even stop for bathroom breaks until I am almost in tears. They have never bunked with five guys in a single hotel room on a dirty cot trying to sleep through the chorus of snoring. Not to mention when you get to your destination, you don't get to see anything but the track, the hotel and maybe a restaurant (if your lucky the restaurant does not involve golden arches or supersizing anything!)

4) Drivers are enemies off the track...
I have found that this is absolutely incorrect. While not everyone is best friends forever, most drivers get along and have a respect for each other. It is like one big dysfunctional family. They fight and bicker but have each others backs. That does not mean they are not competitive on the track and can have tempers after, it just means that usually it comes out all right in the end. On NASCAR, you see a lot of tempers but that is what gets ratings. In the short track, some of these drivers would have already gotten the snot beat out of them for picking fights with bigger, stronger tougher guys and that would be the end of it.

5) All cars are equal, right...
Some people believe racing is like going to the go-cart track. You just pick one and drive it. Obviously, they know nothing about each little put a round in it, take a pound out of the left rear, adjust the sway bar, get rid of a spring rubber, change a spring/shock/tire practice sessions. Each setup is as unique as each driver (some of which are pretty, um, unique.)

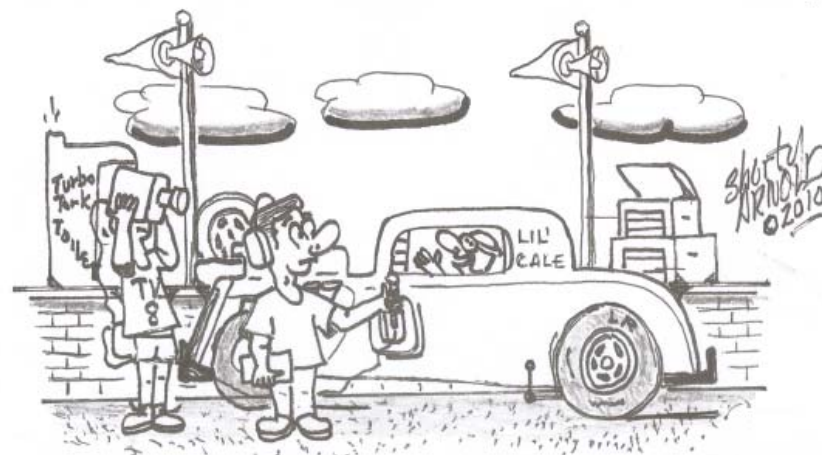
6) It is not really a sport, the drivers don't have to actually DO anything...
I honestly believe that a certain

large, yet ignorant, sector of the population thinks 'I could do that!' when they watch a race. News flash – no, you couldn't. They think it is not much different than cruising down the interstate with their favorite tunes on the radio. This is no street car, folks. Do you see a blinker? Give race car drivers there due...this is a tough, sweaty, mentally and physically demanding sport. Much like I couldn't tour with U2 because I have played Rock Band, you would not last a minute out there without experience.

7) The best parts about the race are the wrecks...
I am as guilty as the next person about replaying wrecks on my DVR however my reasoning may be different. I like to watch what lead up to the wreck, the people that got through it and how it could be avoided. A lot of people just like the carnage. I think it is different when you have loved ones in the race and they are actual people. I challenge those that love racing for the wrecks to watch a car accident involving their loved ones with the same detached emotion and excitement. Not going to happen.

While I hear many misconceptions about the sport, one thing people ALWAYS say is the truth – I bet that is exciting. While it is challenging, time consuming, and not the thriftiest of sports, there is always the excitement and anticipation of the race and the celebration in Victory Lane after!

I GO BACKWARDS ON THE LAST LAP.... JUST TO UNWIND!





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Going in Circles



By Charlie Spry

Jefferson Speedway had several new drivers tonight, as some are likely testing the waters for the upcoming Wisconsin State Championships. Columbus late model regular, Spencer Schultz, made his first ever trip here, and Madison regular Andy Evraets was present. Carrie Dygon was present tonight, and informed me that she had not raced in four years. A former regular at the old Lake Geneva Raceway, she joined her Father, Paul here tonight. Paul made the feature for the first time here tonight, and has raced at many tracks, and told of once having a woodchuck run in front of him while racing at Illiana. Madison late model regular Zack Riddle was going to race Steve Dobbratz's Columbus car tonight, but a broken camshaft in Dobie's regular mount didn't allow for that to happen, as Dobie needed the backup car. Casey Johnson continues to lead the late model points here, but he had a sub par night tonight. Dobie is second in points, but using the backup car, he didn't fare much better. However, third place Doug Hahn ran well and will likely gain many points on the front duo. He has been slowly sneaking up to the front and will be a definite factor in the coming weeks as the season winds down. Luke Westenberg drove off with the late model feature win tonight, with a non-stop race. Dylan Schuyler finished second, only one week after a hard crash into the wall did much damage to his car. Hobby Stock racer Zack Schmidt and crew had to do some hurry-up work tonight. The ears on the cars' torque converter broke off in hot laps, so they hustled the car back to the shop and made the repairs, all in time to make the heat race. An unusual hobby stocker made an appearance tonight, a '78 to '81 Camaro driven by Josh Fehrmann. The black car looked sharp, and the Camaro is not a popular choice here for this division, but it was nice to see another unusual car in a division that has a few out of the ordinary race cars. Jim Tate Jr. continued his mastery of the division, winning the

feature with a late race pass on Dustin Ward. International division racer Darren Brown said that he was almost hoping for a rainout, as he had ordered some new parts for his car and they hadn't come in. He is hoping to gain more speed, and qualify for the features on time, rather than running the last chance race. Both he and his friend, Tim Bristol, who races in the Bandit class, are some of the most laid-back and clean running drivers in their divisions. Both can also run the wheels off of a race car. Very quickly run show tonight, few cautions, lots of cars and lots of racing, and the whole show was finished shortly after 10:00 P.M. Well done.

The following weekend started off with beautiful weather for the running of the Dick Moore memorial race at Columbus. A good crowd and a good field of race cars showed up on a night that made up for the previous week. Randy Bruenig was back behind the wheel tonight, not in a late model, but in a sportsman car. The former late model track champion vacated the Zickert Motorsports late model, as he said that he just didn't have the time to put into working on the car. As anyone with one of these cars can attest, if you are racing in this class, you need to spend many hours each week preparing it, even if you never get in a wreck. With that being said, Randy was racing a new sportsman car put together by Jon Christian at JRC Enterprises. The car is fast, as Randy went right out of the box and set quick time. "It's been quite awhile since I last raced these cars, and it's way different. We'll just see what we can do and take it from there," Said Randy. He is a former track champion in this type of car as well, once practically owning the division. Late model racer Aaron Falbe also was behind the wheel of a sportsman car tonight. "I'm just getting it set up for my sister, Carlyn Voight, for next year. I'm just not used to this type of car. I don't know the setup. I'll just have some fun tonight with it." The car is a former Jeff Kohlhoff car that had been raced at Jefferson. Jim Rohrbeck was also out with his sportsman car. Jim told me that it had been two years since he last raced. "I just decided to throw a motor in it and come out for tonight," Said Jim. I talked with sportsman racer Dan Gosda, otherwise known as "Big Tiny" tonight before the races. He said, "I usually can win one feature each year, but this year I haven't gotten one. I've gotten second places, and that's nice, but it still isn't the same as winning. I don't seem to be able to run on the outside. I don't know what my problem is, I just can't seem to do it." I told him "maybe tonight is your night, then." Guess what? He went out and won the feature tonight. Ben Hewitt and Phil Denikas were breathing down his neck, but they didn't have anything for him tonight. The Bart Reinen/Scott Patrick team tried to pull

a fast one on me and confuse me, but I knew they would do this and was prepared. Scott was driving Bart's car and Bart was racing Scott's car. Scott finished second in the feature behind winner Jerry Auby. Smart use of cautions and clean racing did it for the front three, which also consisted of third place Andy Tomlinson.

The hobby stock division had a new racer tonight, as fourteen year old Tyler Aeschlimann made his debut. Tyler is the Grandson of former racer Bruce Havel, and is racing Bruce's old Backup division car which had sat for quite some time. Instead of going backwards, the car is now racing forwards. "I'm not going to mess anyone up. Guys are racing for points, and I'll start in the back and stay out of their way. Probably make about six laps in the feature and pull in," Said Tyler. The young driver had a huge smile on his face the whole time, and was obviously enjoying himself, albeit probably with a few butterflies in his stomach. Also present tonight in the late model division was veteran Butch Mierendorf. Butch has raced at many different venues and with many different kinds of cars (and trucks). He told me that the last two times he has tried racing his late model, the engine has went sour on him. He was hoping to just get through the night with no such issues, and he accomplished that. Ron Bishofberger made his return to the late model ranks tonight, as well as Don Gaserude. Nick Nolden and Terry Sauer also made their first showings of the year in the late models, while Curt Peterman and Richard Erdman ran in the hobby stocks. Billy Robinson won their feature, while Jason Clapper won the Bandit division feature, Matt Wachuta won the Backup feature, and Tim Roach won the Formula Indy/Mini-Mod feature. A season-high twenty seven late models showed, with increases in all other divisions as well. Nice to see a packed pit area and a good crowd in the stands as well, all on a positively great night.

Saturday at Jefferson brought us another beautiful night for racing, with no threat of rain. The late model points battle is shaping up to be a good one, with nineteen year old Casey Johnson holding the lead going into the last couple of points nights. While Kyle Jarlsberg won the feature tonight, Doug Hahn came home second, which will allow him to gain points on Casey, who finished back a few spots. Steve Dobbratz is also lurking in the shadows in third. Zack Riddle finally got a chance to race Dobbratz' Columbus car tonight. Last week, Steve had to take it over for the night, as his Jefferson car experienced difficulties, but tonight all went well and Zack got to race it. He did

continued on page 17



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Red Wing, Minnesota

Regional Racing News

Another win for Pat Doar

By Mark Fleischer

The weather finally cooperated on the final regular race night of the season at the Superior Speedway on Friday and a great crowd was on hand to watch some great racing. It was also a make-up of Meet the Drivers Night with the fans having an opportunity to come out on the track and meet their favorite drivers. It was also the make-up of the Hall of Fame Night. With the number of rainouts this season the management of the Superior Speedway decided to extend the track points to again this year run into the Northern Nationals coming up September 10th and 11th

The night started with the Midwest Modifieds and in the first heat race it was Jeff Pohjonen who won his first heat race of the 2010 season by holding off Jim Latvala who finished second and Kevin Monteith in third. In the second heat Taylor Luethner got past E.J. Hietala for his fourth heat win of the year. It was Hietala who finished second followed by Shawn Rivord. And in the final heat of the night it was Skeeter Estey who came from the back of the pack to take the checkered flag for the third time this season. Dan Russel was next followed by Scott Herrick. In the feature race Pohjonen started on the pole and was looking for the sweep but he experienced troubles early in the race and had to drop out. That cleared the way for Scott Herrick who started on the outside of the front row. Herrick started the night 19 points ahead of Luethner and went on to win his 3rd feature of the season. Luethner did finish second and challenged Herrick a number of times for the lead. Rivord finished third followed by Jim Latvala and Dan Kingsley, who started on the inside of the eighth row.

In the Modified division it was Kelly Estey's night as he completed the sweep by winning his first heat of the season and running away with the feature for his second feature win of the season. Estey started on the pole and jumped out to the lead on the first lap and cruised on for the win. Jayme Lautigar, who in the off-season moved from Superior to Gilbert, finished second followed by Darrell Nelson and Duane Dale. Earlier in the night in the heat races it was Estey winning the first heat followed by Dale and Kelly Checkalski. In the second heat it was Nick Lavato who held off Scot Hudack and Nelson for his first heat win of the season.

The late model feature made the night worth the price of admission. Early in the race it was Jeff Provinzino who jumped out to the lead but it was Pat Doar who finally got around Provinzino. Doar had all he could handle with Chad Mahder challenging him a number of times for the lead and in the final portion of the race Darrell Nelson was right with the leaders battling both Doar and Mahder. In the end it was Doar who took home his third feature win of the season. Nelson did edge out Mahder to finish second. Mahder was third followed by Travis Budisalovich and Jake Redetzke. In the heat races earlier in the night it was Provinzino winning his second heat of the year in the first heat. He was followed by Redetzke and Harry Hanson. In the second heat it was Doar winning his 5th heat of the season. Mahder finished second followed by Rick Hanestad. And in the final heat it was John Henkemeyer taking the checkered flag for the first time this season. He was followed by Matt Sorenson and Caley Emerson, who made his first appearance of the season at the track.

It was an exciting night for Trevor Wilson from Superior as he completed the sweep by winning his second heat and his first feature of the year. In the feature Wilson who started on the pole had to hold off Mike Weber as the two

bumped a number of times but Wilson held steady and went on to win the race. Weber did finish in second with Scott Lawrence finishing third followed by Dave Flynn and Mike Bellefeuille. In the heat races it was Tom Treviranus winning his first heat of the season taking the checkered flag. He was followed by Flynn and Joe Oliver. In the second heat it was Wilson taking the checkered flag with Lawrence second and Keith Kern third. And in the final heat of the night it was Weber winning followed by Bellefeuille and Willie Johnson Jr.

The Pure Stocks again put on a great show for the fans with Richard Dzelak Jr. winning his 5th feature of the year and completing the sweep for the night. But it wasn't easy as there was a great battle in the front with Dzelak, Matt Madsen and Chad Carlson. In the end it was Dzelak winning followed by Madsen, Carlson, Steve Udeen and Rick Corneilson. In the heat races it was Dustin Follett winning the first heat followed by Al Rapp and Carlson. The second heat was won by Dzelak who took the checkered for the third time this season in a heat race. He was followed by Matt Hammitt and Josh Johnson. And in the final heat it was Pat Van Ert followed by Udeen and Madsen.

Reynolds Jr. Survives Gille's Late Charge for Victory at Rockford as Points Standings Tighten

By Jordan Kuehne

A classic battle between Jon Reynolds Jr. and Jerry Gille ended in familiar fashion tonight at the Rockford Speedway as 'Driver X' slammed the door shut over the final fifteen laps and fended off Gille's late race challenge to collect the victory in the 30-lap Stanley Steemer NASCAR Late Models showcase. When the dust had settled, points leader Tim Sargent saw his cushion slashed in half with just two weeks remaining on the season. Rob Goodman found his way to victory lane for the first time in the Bargain Hunter Sportsman while Jason Bragg went wire-to-wire to top the Budweiser American Short Trackers headliner. Andy Forster and Robert Roush also collected trophies tonight.

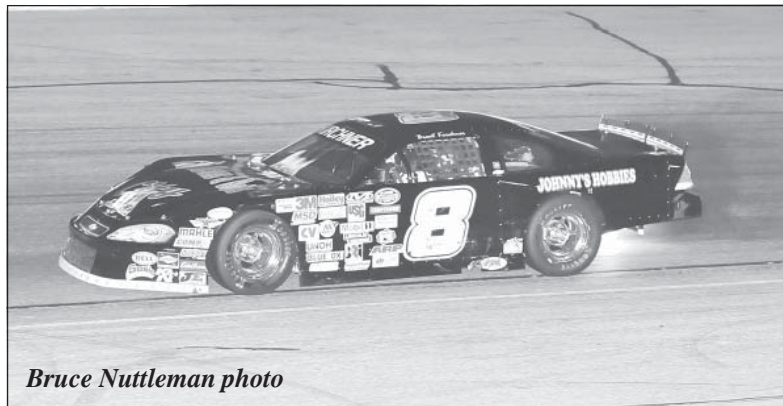


Jimmy Ambruoso photo

Kirchner Gets First Win of the Season

By: Ashley Iwanski

Brent Kirchner, La Crosse, won his first Kwik Trip NASCAR Late Model feature race of the season Saturday at La Crosse Speedway. Kirchner moved up to third in points after being fourth last week. Kirchner was able to pull out to a five car length lead to finish the race, but he had to work to get there. He started in eighth and was battling for second place when he went to the low side of Kevin Nuttleman. What Kirchner didn't know was that Jay



Bruce Nuttleman photo

Sauter was to the outside of Nuttleman and the trio raced three wide through turns three and four. Sauter saw what was happening, but had no concerns with going three wide. "With Nuttleman in the middle, I wasn't worried," Sauter said. Nuttleman fell back and Kirchner moved into second followed by Sauter. Kirchner's then had to get around Matthew Henderson. It took three laps, but Kirchner got to the inside of Henderson and took off. "It was fast," Kirchner said of his car. "We made some changes before the feature and it really worked out for us." As Kirchner led the race a battle for second raged behind him. Sauter made multiple attempts to get around Henderson, but Sauter had made contact with the wall earlier in the race and didn't have the car to get around Henderson. Henderson finished second and Sauter third. Steve Carlson and Thor Anderson round out the top five. J. Herbst was leading the Late Model points entering the night, but blew main engine during practice and his backup engine during the feature race. Shawn Pfaff now leads the points with Herbst trailing by nine.

Rick Schermerhorn won the North Country Contractors Sportsmen feature by taking the race lead away from Dan Gilster with eight laps to go. Gilster took an early lead and held onto it through two restarts after cautions came out for cars spinning. Schermerhorn was close on his tail and finally got around Gilster on the inside to take over the lead. Gilster finished third and Jake Arneson third.

Adam Moore took home his sixth feature win of the season in the United Auto Supply Thunderstox division. Moore started in the back of the pack and worked his way to the front around multiple wrecks. Jason Bolster finished second and Josh Inglett third.

Chris Weber won the Second over the Line Novelty Thunderstox event. Weber slowed down enough to get behind Brad Warthan and cross the line second to win.

John Olson won the R.A.Y.S feature ahead of Chad Rosendahl. Olson set a track record during qualifying earlier in the night with a time of 14.064.

Marek Comes Out on Top in Wild Finish at ASA Midwest Sportsman Race at Elko

Chris Marek was victorious in a wild, three-wide finish to the ASA Midwest Tour Sportsman event at Elko Speedway.

The main event started out with local driver Scott King setting the pace from the pole position over outside front-row starter, Mike Homan. The caution flew on lap eight, as series point leader, Jay Kalbus, cut down a tire and went into the turn one wall. Kalbus would head pit side and

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return to action a lap down.

With the double-file restart, King took command of the race once again over Craig Bennett. Jeremy Wolff made his way to second position on lap ten and was looking to make a move on King. Lap thirteen saw Jack Paulson work by Wolff for second position. On lap fourteen, the caution flew again for an altercation in turn two involving Stephanie Losiniecki, Aaron Cain and Jason Thoma.

King paced the field for the next restart with 21 laps to go. Jack Paulson lined up on the outside front row and challenged King for the lead. Local favorite, Brent Kane, was looking for his 17th win of the season, and had made his way to third at this point. Kane worked his way past Paulson and King to take the lead on lap 19. Paulson held on to second, with fast-qualifier Marek, working his way to third. The top three ran in this order until two laps to go.

As Kane approached Kalbus, contact occurred, allowing Paulson to gain ground. With one to go, Kane again tried to pass the lapped car of Kalbus with Paulson in tow. Contact between all three drivers lead to an amazing finish coming out of turn four going for the checkered flag. Third place driver, Chris Marek, went to the high-side of all three cars, making a thrilling three-wide finish at the line. Marek beat Kane to the finish line by inches, with Paulson holding on for third.

With the win for the night, Marek takes over the series point lead, with just two events reaming on the schedule.

Earlier in the evening's action, Marek set fast time with a lap of 15.814. Heat race wins went to Brent "The Freight Train" Kane and Jack Paulson.

Murgic Takes RWP Main Event

Nick Murgic used an off-weekend from the ASA Midwest Tour to make a visit to Raceway Park. Murgic made the most of his evening by taking home a hard-fought win over Joel Theisen in the 30-lap main event. Theisen was the early leader in the event, but several restarts allowed Murgic to continue to challenge on the high-side. Action was red flagged late in the race for a frightening wreck between Gary Petrash and Tom Quade, as both cars left the track in turn one. Both drivers were OK and racing continued minus the two veteran drivers. Murgic would use the final restart to gain the advantage and go on to the win. Theisen would hold on for second with Chad Walen placing third.

Brent Kane continued his dominance of local racing, picking up his seventeenth feature win of the season. Kane started shotgun on the field and work his way through traffic, landing in the top-5 by lap nine. Don Whitebear lead the early portion of the race, but wasn't able to hold off Kane's charge to the front. Kane would withstand a few restarts and go on to win, with Whitebear second and Michael Gilomen taking third.

The wild and crazy Figure-8's had a rather uneventful first feature, uneventful by Figure-8 standards that is. Todd Wilson drove his new ride to victory lane over Steve Dehler and Rick Martin. The second main event for the Figure-8 drivers saw a second scary wreck for the evening cause a stoppage of race action. Race leaders, Matt Dickey and Danny Johnson, tangled with a lapped car in the "X", with all three cars sustaining heavy damage. All drivers

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to become Harvick's sponsor next season, they will only be the primary sponsor in 20 of the 36 races, plus the Budweiser Shootout and the All-Star Race. Meaning, right now, the current points leader and three-time winner this season, is still without full sponsorship for next year.

The Skinny: Kevin Harvick needed a sponsor and Budweiser needed a team. That the two seem to fit so well together is just icing on the cake.

Richard Childress Racing decides to expand to four teams and signs Paul Menard to be the driver. Menard will be brining his Menard's family sponsorship with him.

Reason for Optimism: At a time when many companies are either getting out of NASCAR entirely or greatly reducing their role, Richard Childress was able to bring in a prominent sponsor who has no qualms about spending money on going racing.

Reason for Skepticism: Running four cars didn't work for RCR in 2008, so why is it going to work now? Is it worth potentially upsetting the apple cart and what has been a great season all-around for the organization just to bring in a journeyman driver?

The Skinny: Childress was adamant last week at Michigan that adding another car wasn't going to detract from the three teams he already has in place. He was also unwavering in his belief that he has learned from his disastrous attempt at running four-cars last season, and that now he knows how to do it properly. He's a lot smarter than me, so I'll give him the benefit of the doubt that he can make this work this time around.

were OK. John Lebens powered away to victory, with Denny Barta and Ricky Martin rounding out the top-three.

Other race winners for the evening included Michael Beamish in the Short Trackers, Bryan Adams in the Mini Stocks and Justin Kochevar in the Bombers.



Martin DeFries photo



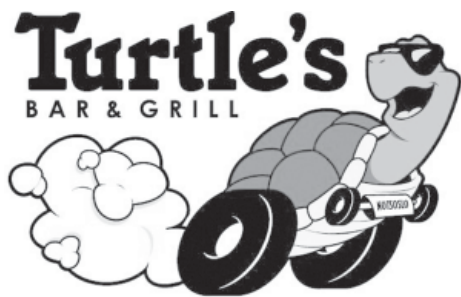
Mike Ehde holds off Dan Lensing and Cory Jankowski at the Dells
Jeff Blaser photo

Going In Circles continued from page 15

pretty well with it, especially since he reportedly drove it for about thirty-five laps with a broken sway bar. Zack is trying to get around and race at different tracks for more experience and exposure. Tyler Peterson made his second showing of the season here tonight with his late model. He comes from a family with strong ties to the sport, as both his Grandpa (Willie) and Father (Scott) raced in the past. Their home track was the old Lake Geneva Raceway, which has now been shuttered for a few years. This is a team racing on a tight budget, and they even do something virtually unheard of in this day and age, they build their own race motors. Tyler won his heat and overall had a pretty good night. His car is a former Erik Darnell machine. The Bandit division timed in clockwise tonight, which undoubtedly panicked a few of them. This made for a few cars timing in less than spectacularly, and also made for some interesting lineups. This makes it easy to see what cars are set to turn left only. Bandit division rookie Cory Jansen is one of the drivers that early this season I talked about how he was one of the drivers that I was going to be watching this year. Well, to update, Cory has done very well. He won one feature this year, that being on only his eleventh night out. He is competitive and has made great strides this year. His Dad told me about his feature win, saying, "I was one nervous guy. I stood by the fence pointing to my head, meaning, FOCUS, don't lose concentration. He didn't and he won. Later, he told me that he saw me up there doing that. He did a nice job." The car they originally started the season with suffered a blown motor early on, so they purchased a car that had been raced by Jeff LeFave, which has been a good car for him. Sportsman racer Terry Wangsness is a proud new papa, as his wife gave birth to a new baby boy just last week, welcoming Teegan to the family. With three small children, I asked Terry how he found time to work on the car. "Oh, usually at night between nine and ten o'clock is about all I can do," Said Terry. He has won several heat races, some good feature finishes, and overall avoided problems this year to have a solid season. Jim Tate Jr. continued his mastery of the hobby stocks, winning his fifth in a row here. He had to have some luck on his side tonight, however, as Zack Schmidt took the lead and checked out to at least a quarter-lap lead with only a few laps to go. His car began leaking water and he got the dreaded black flag, giving Tate the lead and ultimate win. Bill Reynolds scored another clean sweep in the Road Warrior division, finishing ahead of Rob Lange in the former Bret Carson ride.

I did a little research on this class, which is in its first year, and it seems that if you want to win in this class that you should be named "Bill." Between qualifying, heats and features, there have been forty-five events run in the division this year. Someone named "Bill" has won forty of those events. Between Bill Sweeney and Bill Reynolds, they have dominated. If you are reading this and your name happens to be "Bill," perhaps you should start racing in this division.

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