

THE MIDWEST RACING CONNECTION

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THE MIDWEST'S SHORT TRACK AUTO RACING AUTHORITY

June 9, 2011 Vol. 15, No. 4

Inside...



Where Are They Now?



Richert Tops UMSS Anderson Memorial



*Masters Preview
Asphalt Late Model Action*



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✓Yes



✓Yes



xNo



✓Yes

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Publisher's Note

Racing According to Plan



Dan Plan

Have you ever wondered what makes one racing event better than another? All of my life, I've had people (non-race fan types) question me about my interest in short track racing. To tell the truth, I enjoy all forms of motorsports, it's just that there are more opportunities to enjoy short track racing in our area. Some people only like drag racing. Some folks will only watch Indy cars, while others will only watch NASCAR on TV or go to a NASCAR race and skip the preliminary events. I like them all; you just have to realize that every single event isn't going to be a barn-burner. On the other hand, you have to broaden your horizons and realize that any type of race can be a great race.

What Makes a Good Race?

I've known people through the years that wouldn't go to a short track race if Late Models weren't on the card (or in Stan's case Sprint Cars). For me, a good race night might not have the top division putting on the best racing. If the fastest car is lucky enough to start on the pole, you're probably not going to have a battle for the lead. I've seen shows where the Street Stocks or Pure Stocks on dirt have put on the best race of the night. Other times, it has been the 4-Cylinder Short Trackers or Mini Stocks that were the best part of the show for the night. Heck, I even watched a match race with area church pastors a few years ago, that reminded me of Petty and Pearson at Daytona, as they bounced off each other and the wall coming to the checkered flag.

I guess all that I'm trying to say is, even though the drivers may not have thousands of dollars (or even millions of dollars) invested in their cars, a good race is a good race. Wheelbarrows, lawn mowers, grown men on tricycles, or Top Fuel dragsters; it doesn't matter. If two guys (or gals) are side by side at the line, I automatically move to the edge of my seat. That's what racing is about in my book.

Misc. News and Notes;

The weather over Memorial Day weekend was less than spectacular. Even though there were peaks of sunshine, several events were cancelled or cut short. As we go to press with this issue, we are now into June. Cedar Lake Speedway has only had two Saturday night shows due to the weather (actually three shows if you count the rescheduled Sunday bus race). Mother Nature really needs to get her act together.

Speaking of good races, Ted Reuvers and Brent Kane did it again in the Elko Thunder Cars. Sparks flying, cars sideways and still ending up first and second. Kane picked up the win this time over Reuvers. Adam Royle and Dan Fredrickson tried to top the performance of the Thunder Cars, but contact lead to both drivers being sent to the rear of the field. Controversy and accusations ensued, but I'm not having any part of it. All I can tell you was that it appeared the air was taken off Adam's spoiler, causing him to get "aero-loose". At least that's what DW would say on TV. That's my side of the story, and I'm sticking to it.

At Raceway Park over the Memorial Day weekend, Erica Waibel picked up her first-ever clean sweep in the Short Tracker division, driving the only Chevy powered vehicle in her division. Dillon Sellner also picked up his first ever feature win in the big ASA Midwest Sportsman tour 50 lap event. Although it may have been his first feature win, we were able to locate a photo taken about four years ago when Dillon was still a teenager in high-school. It's hard to tell who had a bigger smile on this night, Dillon or his dad Mike.

*Publisher's note
continued on page 8*

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Martin DeFries photo



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Upcoming events

Sunday, June 12
NASCAR Event* presented by USG. The Hope Kids plus Legends, Bandeleros & IMCA Old timers. 2nd Annual Bubble Blow Off Contest. (ST OFF) 6:00pm

Sunday, June 19
NASCAR Event* Happy Father's Day! "Fastest Dad on his Kids Bicycle." 6:00pm

Friday, June 24
Friday Night Destruction - Dayna's Darlings presents Friday Night Destruction-Figure 8's, Flagpole Race, Mini Stocks, Flyers, Legends, Bandeleros, Garden Tractors & Oval School Bus Race. 7:30pm

Sunday, June 26
NASCAR Event* Kids Tire Roll Relay Race 6:00pm

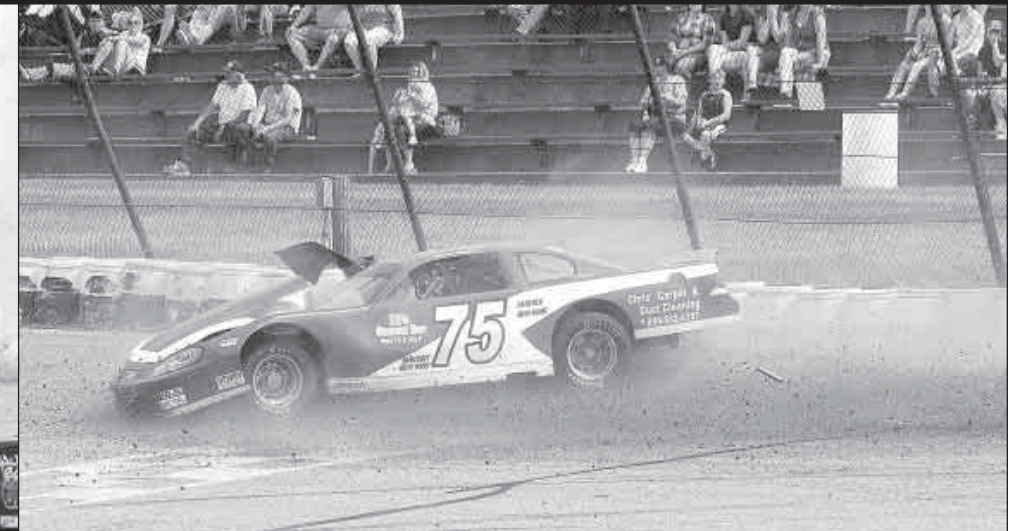
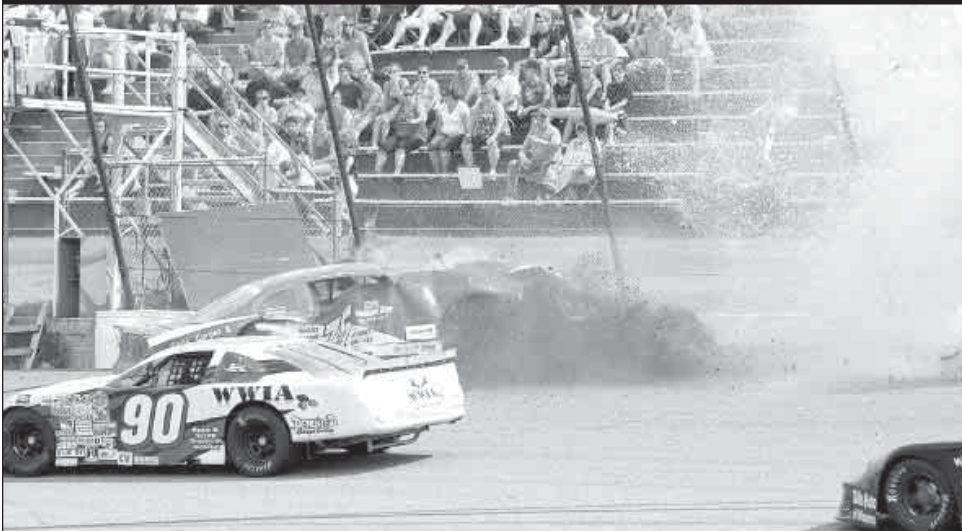
Sunday, July 3
NASCAR Event* Hotdog Eating Contest plus Thunder V8's (HS OFF) 6:00pm

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Thrills and Spills



*Brent Kirchner and J. Herbst ended up in the wall during the six-for-six dash at LaCrosse Fairgrounds Speedway
Bruce Nuttleman photos*



*Shane Smiley of Hancock, WI got into the front stretch barrels during the 30 lap last chance race trying to make it into the Sands Memorial 100 lap super late model feature Monday afternoon at the Golden Sands speedway in Plover, WI.
Jeff Blaser photos*

Kids Having Fun

LaCrosse Fairgrounds Speedway hosted their annual box car races (left), while Rockford Speedway hosted a draw on the track event



Bruce Nuttleman photo



Jimmy Ambruoso photo

Masters Preview



Vince Peterson photo

A new twist has been added to the 13th Annual Masters at Cedar Lake Speedway. This event has always had Late Models as part of the show in one form or another, and has been sharing the bill with open wheel fans the last several years.

For the 2011 version, the Late Models will once again be part of the DIRTcar Summer Nationals "Hell Tour". The DIRTcar Summer Nationals is a grueling stretch of races (about 25 races in 30 days) for the drivers. With the Cedar Lake event once again scheduled for the opening weekend of the Hell Tour, drivers hoping to make a run at the championship will all be on hand.

This year, the open wheel fans will have something new to watch. The Dirt Knights, from the popular TV show on the Versus channel, will now be part of the show. The United States Modified Touring Series (USMTS) returns to Cedar Lake for the first time since 2002. Look for some of the Cedar Lake modified regulars to challenge the touring stars of the USMTS, with a few other open wheel regional drivers making an appearance as well.

Trent Follmer captured the main event win the last time the UMSTS drivers appeared at Cedar Lake Speedway in 2002


Jerry Zimmer photo



Past Masters Late Model Winners

1999 - Wendell Wallace
 2000 - Rick Aukland
 2001 - Scott Bloomquist
 2002 - Rick Eckert
 2003 - Wendell Wallace
 2004 - Earl Pearson, Jr.
 2005 - Don O'Neal
 2005 - Donnie Moran
 2006 - Earl Pearson, Jr.
 2007 - Jimmy Mars
 2007 - Scott Bloomquist
 2008 - Jimmy Mars
 2008 - Brady Smith
 2009 - Jimmy Mars
 2009 - Jimmy Mars
 2010 - Billy Moyer
 2010 - Brian Birkhofer

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Sellner Slick in ASA MIDWEST SUNOCO SPORTSMAN TOUR at RACEWAY PARK

By Mick Anderson

Dillon Sellner knew what it was like to be a runner up. In 2010 he had finished second in twelve feature events in the Power Stocks at Elko Speedway. When he moved up to the Hobby Stock/Sportsman division at Raceway Park in 2011 he and his engine builder father Mike had aspirations to get his 12-time runner up monkey off his back.

Sellner did just that on Sunday Night at Raceway Park (MN) when he started on the pole in the ASA Midwest Tour Sportsman Shakopee 50 and stayed there to score his first ever feature win over a stellar field that included two-time 2011 ASAMWT Sportsman tour winner Chris Marek and the 2010 Hobby Stock Track Champion at Raceway Park and Elko Speedway Brent Kane.

It was an amazing race with the field going green all the way to the 45th lap. Sellner was under constant pressure from Michael Gilomen, Doug Brown and Chris Marek. Brown and Marek waged a side by side multiple lap battle for third place while Don Whitebear worked his way up from his mid-pack starting positions to make it a five car race just before a caution came out on lap 45. Seller was stout on the single-file restart much to the jubilation of his father Mike and the rest of their team. Gilomen, Brown, Marek and Whitebear rounded out the top 5.



Martin DeFries photo

In supporting divisions action Jason Heitz made it three in

a row in the Mini Stocks, Erica Waibel got the sweep in the Short Trackers, and Justin Kotchevar and Ricky Martin were triumphant in the Bombers and Figure 8's.

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Publishers note from page 3

The unpleasant weather over the Memorial Day weekend gave us a chance to check out some drivers we haven't seen in a few years. The USMTS modified event at Dodge County Speedway in Kasson was cut short on Sunday of Memorial Day weekend. The remainder of the show was run on Monday afternoon with many of the Dirt Knights from the TV show on hand for the event. While day racing on a dirt track can be a challenge to say the least, they ran things through quickly, allowing the drivers to get on the road for the next show later that night. Ryan "The Reaper" Gustin has won about half of the USMTS show this year, and added to his tally with another main event win on this sunny afternoon at Kasson.

And finally, we had our first chance to visit Princeton Speedway for the first time in about 10 years recently. The Upper Midwest Sprintcar Series (UMSS) was on hand for the Billy Anderson Memorial race along with all of their regular Wisconsin divisions. Jerry Richert Jr. drove to victory to become the first person to hold the title of two-time winner. The big surprise of the night was the winner of the Hornet race, Sam Tabor. Sam is a graduate of the Midwest Karting Association (MKA) ranks. Sam predicted a win before the night started, and held true to his word. I had the opportunity to sit next to Sam's dad during the Hornet feature. I don't know if I've ever seen anybody hold their breath for 15 laps, but Sam held on for the win, and dad was finally able to breathe once again.



Sam Tabor with his first-place trophy at Princeton
 Dan Plan photo

Auto Racing Facts, Observances and Opinions



Dale P. Danielski

Compared to some race tracks, the Golden Sands Speedway of Plover, WI., has had a pretty long life. I know we've talked about this facility before, but when built it was so unique its worth venturing back in time once again, especially since we were able to pay a visit here recently.

Originally built, owned and promoted by Sam Bartus in 1967, the track has weathered more than a few storms and is still an active weekly operation today. The current ownership regime is the Basseuner family and we had the opportunity to visit with them and catch their season opening show on a recent Friday night.

Looking back through the years, most tracks were quite primitive in their construction. Bare necessities and not much more to entertain the paying customer. That was enough then, but certainly today fans are looking for more in the way of creature comforts. The Basseuner's after purchasing the speed plant saw to it that updated and more modern amenities would be in place before any racing action took place. True to their word, the place is definitely spiffed up and still holding exciting racing action every summer now over 40 years later.

Having grown up in that part of the State and putting much sweat equity in the place myself, I've always thought the high banked, 1/3 mile paved oval featured nearly the perfect lay-out for a short track. Originally advertised as a 3/10ths mile in length with 12 foot banks in the corners and 7 foot on the straight a ways, I guess it just depends on exactly where it was measured in determining the exact size. All I

know after watching hundreds of events there, is it was always one of the most exciting places to view a race.

At one point the track even featured 3 groove passing all the way around, although today's featured brand discourages that. The 3 wide racing deal back in the day actually came as a result of a time or two, too often, of the front row starting drivers "Making it look good" by racing each other side by side for nearly the entire length of the Feature event. With the checkered flag ready to wave, they'd miraculously find a burst of power and *really start racing*, showing what they truly had in the car in the process and making a mad dash to the line to see who would win. Of course this tactic left those in the rear, who had qualified the fastest that day frustrated for their inability to move from the back to the front. Being that the speed of the front row guys was probably a half second slower than what the fast guys in the back could do, Marv Marzofka one day said, the heck with this inventing the new third groove and passing the entire field in 5 laps! According to Marv, "You really had to trust the guys in the 2nd groove to stay in their lane, but if they did you could win from out there since you were going so much faster than they were." Marzofka as stated was the first to accomplish the feat, but soon others caught on as Tom Reffner, Mike Miller and Dick Trickle all won while 3rd grooving. Of course now that these guys realized they could do this the front row side by side dogging ploy was no longer viable and it pretty much ceased.

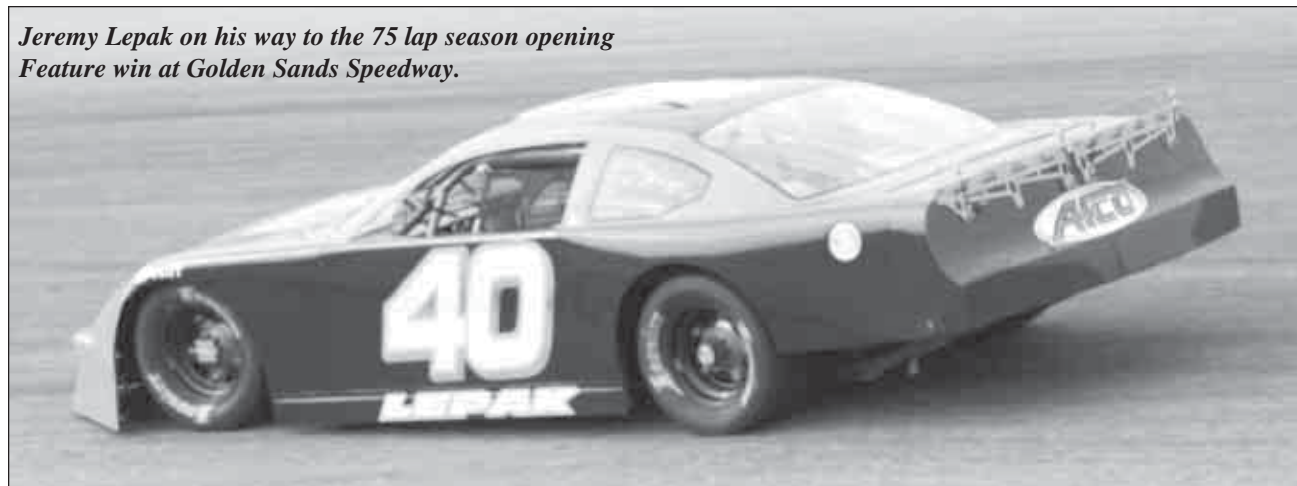
2011 found Golden Sands Speedway opening on May 20th and we witnessed just shy of 50 racing machines in three divisions, Super Late Model, Pure Stock and Cruiser participating. Third generation driver Colin Reffner proved early he would be the one to watch as he set a blistering fast time pace of 11:948 in Super Late Model qualifying. Reffner has a new chassis this year and is racing for Gary and Elaine Kawleski with father Baird Reffner overseeing the operation. After opening the program in grand fashion a feature win was unfortunately not to be for young Reffner as electrical problems put them out while running 4th in the 75 lap main. Jeremy Lepak had no such trouble and cruised to a relatively easy win over Jeff Weinfurter, Tim Sauter, Ted Reichenberger and Darren Jackson.

There are still some familiar names racing at the track these days as long time competitors Kirby Kurth and Rene Scheinoha race in the tracks top division. Kurth who is back after a several year hiatus admits things have definitely changed. "These kids today have no fear at all racing. They really get out and go!" Other names from past years of racing here are also prevalent today at the facility although a generation or two later, as drivers with the names Lepak, Marzofka, Sauter, Weinfurter are all competing. A number of folks that used to race here with names like Bohmsch, Nitzke, Rossier, T. Reffner, can also

be found observing or working on cars and it's always fun to catch up on things with them. A day at what was the home track for many years is always a good day. Hopefully we can make a return trip in the near future.

Here and there... According to Baird Reffner, once all the bugs are worked out of their new race car, son Colin is going to be a force to reckon with. "We have one bad to the bone race car. Starting now this car will be a bullet!"...La Crosse Fairgrounds, Speedway, West Salem, WI., got another show in the books here Saturday night with Brent Kirchner who has had nothing but problems so far this year getting the 25 lap NASCAR Late Model win. Kirchner avoided the numerous wrecks and spins that took many of the top contenders out of the race and held off Shawn Pfaff at the stripe for his first win of 2011. Nick Clements, Matt Henderson and Harley Jankowski rounded out the top 5...Jankowski in a rare occurrence raced in three divisions Saturday, NASCAR Late Model, Thunderstox and Outlawz. He did well in each, even pulling off a win in the Thunderstox Feature...The highly competitive brothers Gilster have been on top of their games at Lax Fairgrounds in the Sportsman Division this year. They lined up side by side at the front of the field on a restart in the feature here Saturday with Dan sneaking ahead of brother Jimmy and eventually taking the 15 lap win. Jimmy who has also won this year settled for 3rd... If you think eating a hotdog and consuming a drink faster than anyone else is easy just ask the majority of racers who tried it at the speedway Saturday. I think some are still sitting at the table trying to finish! Rusty Winchel had little trouble though and he convincingly won the novelty event...Quote of the column comes from Kirby Kurth, "I'm going to have to put a slow moving vehicle sign on the back of my race car so some of these guys don't run over me."...In thinking who has promoted racing at Golden Sands we can recollect Bartus, Paul Kaczowski, Jere O'Day/Dean Spohn, Ralph Jacobson

Jeremy Lepak on his way to the 75 lap season opening Feature win at Golden Sands Speedway.



Dale's Pictures from the past



Special thanks goes out to our colleague and friend in racing, the late Bob Bergeron, for the photos of early Golden Sands Speedway action featuring #20 Ed "Gunner" Walkush, #55 Mike Brown, #67 Larry Rezin, #91 Marv Marzofka, #61 Jim Back, and #2 Dave Marcis.

THE MIDWEST RACING CONNECTION

Photo Gallery



LaCrosse Late Model winner Todd Korish
Bruce Nuttleman photo



Doug Brown is just one of the people in victory lane
Martin DeFries photo



Rockford Sportsman winner Austin Nason
Jimmy Ambruoso photo



Big-8 Memorial Day winner Jeremy Miller
Mark Melchiori photo



Cedar Lake Pro Stock winner Rick Kobs
Jerry Zimmer photo



Raceway Park Bomber winner Justin Kotchevar
Martin DeFries photo

THE MIDWEST RACING CONNECTION

Photo Gallery



Three-time Great North Legend winner Kyle Hanson
Martin DeFries photo



Jerry Richert Jr. captured the Billy Anderson Memorial race at Princeton
Vince Peterson photo



Rockford Late Model winner Jerry Gille
Jimmy Ambruoso photo



Cedar Lake Midwest Modified winner Ryan Olson
Jerry Zimmer photo



LaCrosse Thunderstox winner Matthew Kuruzovich
Rick Blewett photo



First time clean sweep for Erica Waibel in the Short-Trackers
Martin Defries photo

Where are they now?

How did you first get involved with the sport of stock car racing?

When I was in my early teens, I started going to the local dirt track near my hometown. I had a cousin that raced on the dirt tracks. With my cousins getting involved, and then the neighbor girls would always go to hang out with their friends so I tagged along with them a few times. Primarily we would hang out at Monster Hall Raceway in Colby. That's when I really got into it. When I got into to college, I focused on my studies on marketing. I went to UW Stout in Menomonie. They had another dirt track there (Red Cedar Speedway). Whenever we had the opportunity on Friday nights, we would go hang out there.

What are some of your highlights from working at Elko Speedway and Hickory Motor Speedway?

Gosh, there were a lot of cool things. I would definitely say, for me the big thing because I grew up in Wisconsin was the first season working at Elko, when I was still an intern. The biggest highlight for me was when we had the AC Delco Super Summer Series. Dick Trickle came to run with us, and I had the opportunity to meet him. To me, that was a very cool experience, because he lived about 45 minutes from where I grew up. He was a huge deal back home. The other cool thing was when we did the East versus West race for what is now the K&N Series. To be involved in the first ever event like that, I don't think there is anybody else that can say had the opportunity to do the job I did. Those were probably my two biggest highlights at Elko. At Hickory, just having the opportunity to say I worked at America's most famous short track. I mean, guys like Ned Jarrett and Lee Petty or anybody you name has raced at one point in time at Hickory. Just being able to go to work there every day and telling people, yeah this is where I work. You rarely run into somebody that hasn't heard of Hickory. That was a really neat experience and I had the opportunity to meet some really amazing people.

What steps lead to your current role at Kevin Harvick Incorporated (KHI)?

My current role is kind of unique with the company. I have a dual role and work in public relations and also on sponsor relations. I would say 75% of my job is my PR duties for the #2 Camping World Truck team. Whenever we run our #4 Nationwide team, I handle all of the PR for that team. Those are my primary duties. On the sponsor relation side, I have about eight of the smaller sponsors for KHI that I maintain, just to make sure we are doing everything we



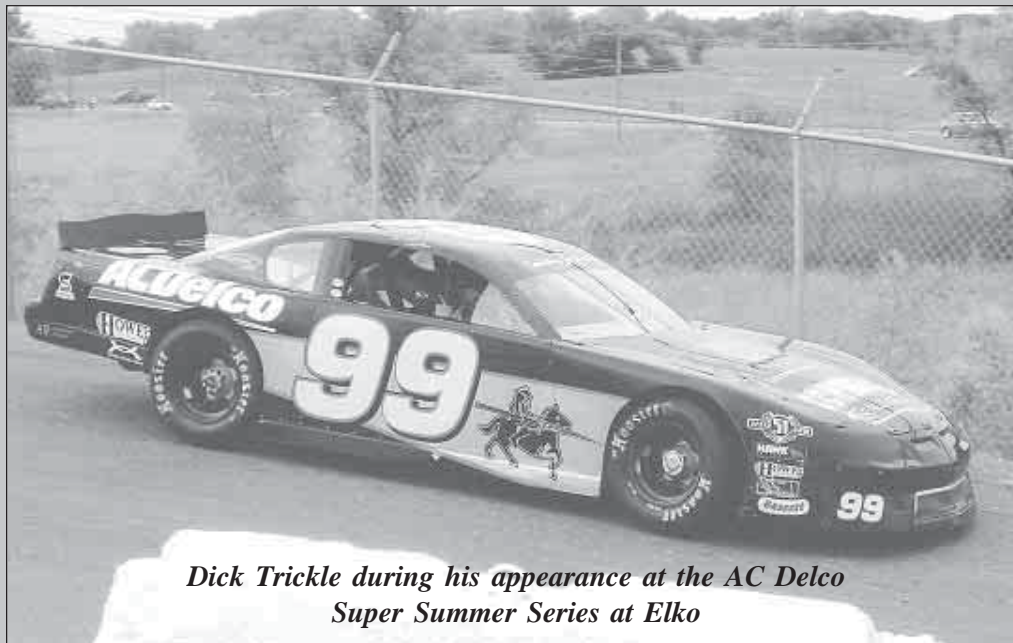
JILL FRISCHMANN

MEDFORD, WI

said we would, and to make sure they are getting taken care of they way they should.

How cool is it to work at KHI?

It's a pretty neat experience. When you're just walking down the hallway, and you see Kevin Harvick standing there, that's a pretty surreal deal. Not a lot of people get to do that. To me, that's a really neat experience. It's kind of cliché to say, but when I'm walking around the shop, I'm living the dream that probably thousands of other people would love to do.



Dick Trickle during his appearance at the AC Delco Super Summer Series at Elko

Who really wears the driver's suit there?

Yah know, I'm not going to lie. It's probably DeLana, she's the glue that holds the company together. She has her finger on the pulse of the company and knows everything that's going on. Not to say that Kevin doesn't. He is there and very active on the competition side of things. On the business side, Kevin has an input, but on the business side, DeLana has her voice heard just a little bit more.

Are you a card carrying member of the Kyle Busch fan club?

We very much dislike him. I actually quit eating M&M's just because of him.

What words of advice would you have for others aspiring to work in NASCAR?

The biggest thing that I would tell anybody is persistence and determination. If this is something you truly want to do, don't let little setbacks get you down. It took me four years to get this job since the time I left Elko. Working at Elko gave me the opportunity to make some connections down here, which helped me out once I moved. I initially moved thinking I had a job down here. After about a month, it turned out that I really didn't have a job. There were several times I thought about heading back to Minnesota. God just kind of saw me through it all. I also had some very good friends that encouraged me to take the chance and give it a little more time. I volunteered for as many activities as I could, just to make sure people knew who I was and would remember my name and my face. That was the big thing that helped me. I first talked to the folks at KHI about three years ago, and nothing came from it. Every year, when the season would end, I would send my resume'. KHI was a team I really wanted to work for, just for the fact that I really admire DeLana and what she has done with her career. My opinion for anything you do in life, is to surround yourself with people that you know will make you a better person. I finally had the opportunity to interview last November, and they actually hired somebody else over me. I told them to keep me in mind if anything else opens up. Lo and behold, they signed a couple of new sponsors and they needed somebody else. Again, persistence and determination really help.

Going in Circles



By Charlie Spry

We started off our Memorial Day weekend with a trip north to Wausau and the State Park Speedway. Cloudy skies gave way to beautiful sunshine the further north we went, and it was a pleasant evening, albeit a bit cold for late May.

The super late model feature was a good one, with Mark Mackesy starting back in the pack and working his way to the front. Jason Weinkauff started up front, and you might figure that he would run away with it, but it didn't happen. He and Keith Bohmsach swapped the lead, with Mackesy sneaking up on them, making the pass. Mark Eswein soon came into the picture and threatened for the lead, but didn't quite get there. Fast timer Griffin McGrath also was working through the pack, and spun on the last lap while attempting to move up just one more position. Very entertaining race to watch.

The mini-mod division looks to be tough this year, with Adam Eckes and Chad Dietsche looking to be top dogs. Never overlook the "Flying Frenchman," Phil Malouf. He will be in the hunt as well. Dietsche set fast time, won his heat, and looked poised for the feature win as well, coming back up through the pack after a spin in the feature. Eckes held him off to get the win.

Lyle Nowak had the field covered in the super stock division. He has a ton of laps, victories, and track championships here and other places, and just added to the feature win list tonight. The thing about Lyle is, with all he has accomplished, you never hear him talk or brag about any of it. A very humble, but very talented driver.

Ken Schramm made a return to racing in the pure stock class, taking the feature win over Dave Lashua and Travis Volm. There were only five cars, but the battle for second was intense. Schramm seemed to easily have them covered, as he appeared to be backing off early in the corners, just toying with the others. Mr. Lashua was very pleased with his car, saying "I never even had time to scale it. We painted it Tuesday and lettered it yesterday. I wrote down the setup just in case I change something and need to get it back, because it is pretty good right out of the box."

Super stock racer Dave Cabelka kind of threw me off, as he is now racing a car numbered 94. He changes numbers often, usually not sticking to any particular digit. He ran pretty well, and this division looks to be very strong this year.

Mini-mod racer Dale Louze probably has turned more laps on this track than any current driver. This veteran knows how to go fast, and still do it with a tight budget. He and teammates John Lietz and Bob Dalsky have made the switch to the Hoosier tire this year, after running on street

tires last year. "These tires stick much better, but they ride rougher and wear out faster, too," Said Dale. "It's what you have to have if you want to keep up."

Brad Conant has switched from the Mini-Mod class to pure stock. "This is a car I got from Bo Bennish. I raced it once last year and won the feature with it. I made the change in division because I was sick of spending so much money. I had way more money in the motor of the four cylinder than this one."

Columbus Bandit racer Kyle Riedner was present with his stock four cylinder car, making the trip because he simply wanted to race another night. He did pretty well against the much more modified four cylinders running here.

The next night at Columbus the weather suddenly turned ugly just as the show was getting started. The Legends cars were present tonight, and were able to get their heat races in, as were the Bandits and the hobby stocks. However, a light rain was unrelenting, and the show had to be called as the precipitation gained momentum. Of the races completed, Mark Muller was able to score a hobby stock heat win, his first victory in many years. Mark is a former street stock and limited late model racer who is just getting back behind the wheel this season in a borrowed car after taking several years off. He reported that the last win he got was back in '97, in a late model at Madison. I know it had to be a thrill for him!

Haley Kapp also scored a heat race win in the Bandit division. A regular at the Dells, I would expect she has won some races there, but I believe this is her first victory here. She has two cars at her disposal this season, so she will be busy!

On Saturday we took another drive north to the Marshfield Motor Speedway, for round one of the Yellow River Racing Series for the super late models. The weather looked very nice on the drive up and for most of time trials, however, it soon became obvious that a storm front was quickly moving in, and the super lates were quickly assembled for their feature. Eleven laps into the event, we ran for cover, barely making it to our car as hard rain pummeled the car, along with wind and even hail. Most people left the facility, thinking the show was over, as we did as well. We went into town and had a nice meal at a restaurant, but on the way out of town, I told my wife, "let's go back and check on the speedway. I never saw any super lates leaving." Sure enough, as we approached the track, the lights were on, and cars were circling the track in order to dry the surface. Shortly thereafter, the feature event started once again, and was completed in short order. All other planned events were run, with a couple of cars having left the track. All super lates were still present, and their feature was completed with young Ohioan Matt Tiff leading the whole way to get the win. Although he started up front, some heavy hitters couldn't get up to him to make a pass, as Jason Weinkauff took second and Ronnie Rihn took third. Rihn was ripping off pass after pass to get to the front, and looked real impressive.

The four cylinder feature saw Derk Hauser take the win over his Father, Steve. Coming into this night, Derk was tied for the all-time feature win count in this division here, along with Keith Wirtz, Kyle Opelt and Jeremiah Strauss, each with 12 career feature wins. Now, Derk has 13, and the lead all alone.

Ryan Hinner set fast time and easily won the heat in the super stock division. He was even backing off early during the heat race, making it closer than it could have been. However, when the rains hit, he left the premises,

leaving the rest to make a run for the feature win. Bryan Langreck was the rookie who took advantage of this, taking home his first career feature win.

Tim Anderson set the pace for the Bandit class, setting fast time and winning the heat race. Defending track champion Harry Bell pulled into the pits just before the rains hit, and once racing was resumed, drove past Anderson for the lead and feature win.

The closest feature finish of the night occurred in the two-man cruiser division, with only two cars present! The team of Scott Ciesielski and Tyler Rodriguez completed their clean sweep by winning the feature over Kalata/Wheelock, with a couple of lead changes and a finish side-by-side. Who would think that a two car race could be so exciting. Factor in the fact that so many people left early and never got to see it! I make a point to NEVER leave a race track before all events are completed. You never know what you might miss.

The announcing duo of Steve Parsons and Curt Keene fed off each other all night, and were fun to listen to. Also, they always get a plug in for my column, and I thank them for this!

I enjoyed talking with the four cylinder division racers prior to the show tonight. Two father/son teams race, as Charles Dixon and son Mike compete, as well as the aforementioned Hauser's. Charles Dixon didn't even get to race, as he was sidelined with motor issues after hot laps, but Mike looked good. It was interesting to talk to the Hauser's about what it is like to race against your dad/son. Steve said, "When he first started out, I would spend more time worrying about where he was than myself. Now, I don't need to worry at all. If we ever got into it with each other, it might make for an interesting ride home!" (They haul the cars with one large trailer).

Don Dunow has an interesting way of describing a slippery/greasy track, saying "It is like driving on frogs!" This came about as nearby his residence frogs congregated en masse on the road after a rainstorm.

Talked at length with cruiser racer Scott Ciesielski. Another racer that comes from the background of a racing family, he just loves to compete! Look for a future article on this young driver.

Nice to see Jack Greenwood back in the super lates once again. Probably the lowest budget racer in this class anywhere around, he does his best to compete week in and week out. He is an old school racer who does what he can with what he can afford. You wonder what someone like this could do with some serious sponsorship money? I think he'd get it done.

This was the most unbelievable show I can recall. Who would have ever thought that this show would run to completion? It looked positively impossible, as attested by the drivers and fans that took off and went home, never realizing. Hat's off to all at the Marshfield Motor Speedway for turning an impossibility into reality!

On Monday, we once again took the trip to Columbus for the Big 8 late model show. Twenty-nine of the Big 8 cars were present, with both Casey Johnson and Zack Riddle scratching from the show before the racing began.

A few track regulars ran the show, as past champion and

continued on page 14

Richert Races To Billy Anderson Memorial Victory at Princeton

By: Greg Parent

Looking to become the first repeat winner of the Billy Anderson Memorial, Jerry Richert, Jr. of Forest Lake drove his familiar orange #63 sprinter to a popular win at the Princeton Speedway on Friday night June 3 in the 10th annual edition of this event. Richert started third and moved under leader Brad Barickman on lap seven, then worked through lapped traffic on the 1/4 mile oval to post his first win of the season and ninth over all Upper Midwest SprintCar Series (UMSS) career victory on a warm and muggy evening.

Commenting after the race, a smiling Richert stated, "To win one of these is great. To become the first driver to win two Billy Anderson Memorial races is special. Joe Kouba set the car up perfectly for the track conditions. I figured when we were in heavy lapped traffic that my lead would shrink quickly. I was glad to get through the lapped cars in pretty good shape."

The feature race had a couple of red flags after one lap had been completed and then ran nineteen laps nonstop to the finish with lapped traffic certainly a challenge for the leaders on the tight high-banked oval. Brad Barickman quickly blasted into the lead at the drop of the green, but the race was under the first of two red flags one lap later when Tony Norem spun in turn two and collected Brandon

Vince Peterson photo



Allen. Allen's sprinter flipped over. Brandon was okay, but his car was done for the night. Norem returned to tag the tail minus a front nose wing.

On the restart, Jared Goerges had his throttle stick entering turn one, rode up the inside berm and flipped over in the infield area. That ended a frustrating evening for the young Brainerd driver, as he had earlier exited turn one in

his heat race and suffered some damage in the mishap. The race then ran nonstop to the checkers.

Barickman continued to lead with Richert a close second and Chris Graf in third. Richert slowly closed in on Barickman and ducked underneath him in turn three for the lead on lap seven. Richert steadily pulled away, as the leaders were soon in lapped traffic. A very good battle for the second through fourth positions developed between Barickman, Graf and young Princeton driver Andy Jones. Jones' evening had already been eventful, as he got upside down on the opening lap of his heat race. His crew repaired his sprinter in time for his Challenge race and the feature event. Jones started tenth in the feature and quickly bolted to fourth. Graf grabbed second on lap nine while the three cars ran close together in traffic.

With Richert in heavy lapped traffic past the halfway mark, Graf and company closed in. With veteran experience and patience, Richert handled the lapped cars skillfully and was able to maintain his lead to the checkers. Graf held off Barickman for second. At the white flag, 2010 UMSS Champion Cody Hahn slipped by Andy Jones to ride home in fourth one lap later. Completing the top ten finishers were Sye Anderson, Joseph Kouba, Scott Broty, Norem, and Mike Stien.

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current points leader Ron Bishofberger was present, along with regulars Steve Dobbratz, Luke Hoffman, Nick Nolden, and Kurt Clapper. Dobie was running strong, but dropped out late in the race, with Bishofberger and Nolden being the only regulars to finish the race.

The race itself was run pretty well, as there were not many cautions. With a slick track, passing was at a premium on this hot day, with cautions bringing opportunities for advancement to those willing to take a chance on the outside groove. During the last caution, Jon Reynolds Jr. and Tim Sargent took a chance on the outside groove, but fast timer Matt Byrne slipped up the groove, blocking their possible path forward. The pair showed their displeasure a bit while waiting to pull into the pits. Bottom line, Jeremy Miller drove a very good race in taking the victory, as he showed patience when needed and charged when he could. Steve Rubeck likewise drove a smart race in taking second,

while Dale Nottestad came home third. Everyone did well on a track that few of them had probably ever raced on before.

The backup division drivers showed their stuff to many fans that had probably never seen this kind of racing before. A little bit of background information is needed here, as Wayne Hook has placed a wheelchair on the roof of his car, referencing announcer Randy Kamenick's taunts that he is "102 years old." Wayne put the wheelchair on the roof of the car with the notation "Randy's racing seat" on it. Today, Wayne and Andy Ward Jr. got together on the front straight, with the wheelchair flying through the air, complete with signage. It landed on the infield, right-side up, so Randy's seat is okay. Wayne's car will need some work, however. Ryan Oetzel did a nice job in avoiding all manner of pitfalls around him, taking the win.

Heather stark dominated the Bandit feature event, with John Beale keeping her in his sights, but unable to catch her. With a nice payday for these cars, I thought more would show up, although twenty-five isn't a bad number.

The following Friday we took another trip north, this time to the Golden Sands Speedway. I wanted very much to race at this facility this year, and here was my opportunity. Good racing, enjoyable people, and a good time. My car was even named "best appearing." As I do always try to have decent looking equipment. I thought I did pretty well, especially with only about twenty laps on the track prior to the show tonight. Wish I could report on the races, but I really didn't see many of them. Anyway, I was pleased with the facility and the way I was treated.

Thanks to RidgeRunner Racing and Weishoff Racing for the t-shirts!

Racing Facts, Observances and Opinions from page 12

and Terry Preuser as the only ones. There were others that did some one off shows but basically a pretty short list for over a over 40 years of racing operation... Looking back in time on Thursday May 25th 1967, it was Dick Trickle winning the 25 lap Late Model Feature race along with setting fast time of 13:66 seconds and capturing the 4th heat race in the Golden Sands Speedway Grand Opening event. Other winners on the night included Willie Reinwand 1st heat and consolation, Del Kemnetz 2nd heat and Lyle Nabbefeldt 3rd heat and semi-feature winner while racing the famous Chicken Coupe. Adults attending the event paid \$1.50 to get in with those under the age of 12 being admitted for \$.50...

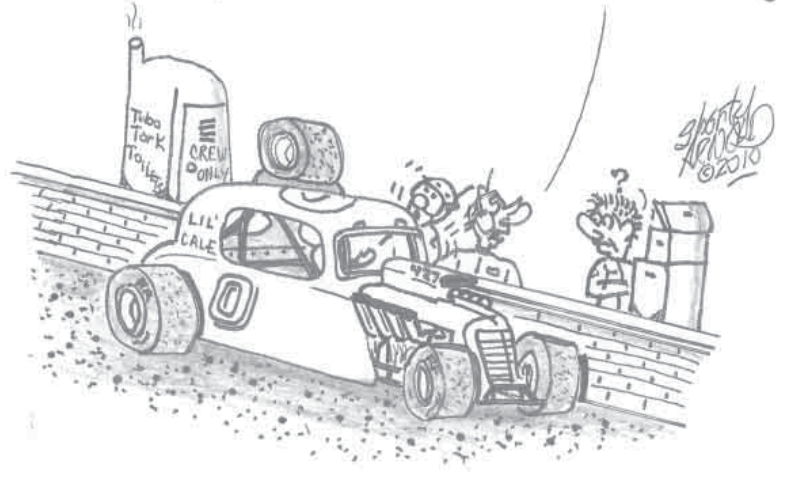
The Inside Dirt



Stan Meissner

Stan Meissner is on hiatus until the month of July. This marks a historic event in the history of MRC, being the first issue without content from Stan since 1999.

STUCK... QUICK GRAB A SHOEHORN!



Royle, Wilson and Kids get First Feature Wins of Year at RWP

By Mick Anderson

2010 NASCAR Whelen All-American Series Super Late Model Track Champ Adam Royle started his night by setting fast time (13.486 seconds) and ended it by winning the 30-lap feature event in convincing fashion on a perfect night weather-wise in front of a large and enthusiastic Kids Ride in Race Cars crowd. It was his first feature win in 2011 as he continues his quest for a third straight SLM title.

Veteran Figure 8 driver Todd Wilson also visited Victory Lane for the first time in 2011 winning the first of the evening's two Figure 8 features. Ricky Martin, the 2010 Track Champ, scored his second win of the year in the other. The Turtle's Bar and Grill Figure 8 drivers had a big week-end with all racing on a volunteer basis on Friday Night as part of the local CAP Agency Food Self Race for Hunger.

Chaska Favorite Son and Hobby Stock racer Jeremy Wolff was just like the weather... near perfect on Sunday night. He finished second in his heat, won the Best Looking Car and Crew Contest and then the 25-lap Ventaire Hobby Stocks feature just ahead of Brent Kane who really put the pressure on during the closing laps. Earlier in the race Kane and Bryan Turtle had a spirited side by side battle for the second and third place which brought about lots of oohs, ahhs, and cheers from grandstands and Party Deck.

Justin Kotchevar continued his winning ways in the Impact Printing Bombers with a feature win as did Blake Dorweiler in the Arizona's Mini Stocks. Andrew Benhardus got the sweep in the Short Trackers.



Martin DeFries photo



Martin DeFries photo



Martin DeFries photo

Carlson Finds Redemption Via Victory Lane at Rockford

By Jordan Kuehne

Ryan Carlson needed to bounce back from last weekend's mayhem that resulted in two wrecked cars – finding his way to victory lane in the 30-lap Stanley Steemer NASCAR Late Models main event certainly took care of that objective as the points leader held off a lightning fast Jerry Gille en route to his first feature win of 2011 at the Rockford Speedway.

On a night that celebrated the track's incredible 64th consecutive year of operation, fans were treated to strong racing as last year's Budweiser American Short Tracker champ, Kyle Lapier, got back on the right track with a much needed



Jimmy Ambruoso photo



On display at Rockford Speedway was the famed #28 of Fred Lorenzen in honor of Illinois Vintage night at the races.

Jimmy Ambruoso photo

victory. In the Mtn Dew RoadRunners, a growing rivalry between Alex Papini and Howie Ware nearly boiled over on the final

lap as Papini did a bump and run on Ware's machine on the way to the winner's circle. Jason Dull grabbed the first Crap Scrappers Hornets trophy of the year while T.J. Markham gave fans a blast to the past with his Illinois Vintage win.

Kirchner Comes Back To Win on Wild Night

By: Dave Noelke

It was a difficult week in the race shop for Brent Kirchner and crew. Last Saturday night Kirchner backed his sleek black number 8 Chevrolet Impala Kwik Trip NASCAR Late Model into the wall during a heat race. He triumphantly returned to the track on Saturday night at the winner of the Coca-Cola 25.

The race began with Tony Bagstad and Kirchner on the front row while this year's heavy hitters Steve Carlson, Shawn Pfaff, J. Herbst and Todd Korish started in rows four and five. This set up a spectacle for the fans to watch them try to get to the front. Carlson caught Kirchner by lap ten and appeared to be patient waiting for the right

opportunity. That opportunity never arrived. With nine laps to go, a rash of cautions began, as last week's winner Todd Korish spun in turn four.

Prior to the yellow, Pfaff appeared to be the car to beat. Following the restart, Pfaff dove under Carlson with five laps remaining in turn three, and the two got together, reminiscent of last week's feature. Both veteran drivers were able to regain control without crashing (unlike last week), but the same was not true for cars back in the pack, as a three cars spun blocking the track.

As the race restarted for the third time with five laps remaining J. Herbst was on the outside of Carlson, and as they came around to the line the two tangled sending Carlson hard into the frontstretch wall. A melee took place as several cars had no where to go, including Bill Niles and Bagstad, which both ended up on top of the frontstretch inside wall.

The race was again restarted and Pfaff gave it all he could to make the pass but Kirchner had just enough to keep the lead. "The bottom groove was slick like there was oil down and I just couldn't get under him," commented runner-up Pfaff. "When Steve (Carlson) and I got together in turn four it was because the car would just take

off (up the track), luckily neither of us had damage from that lap," concluded Pfaff.

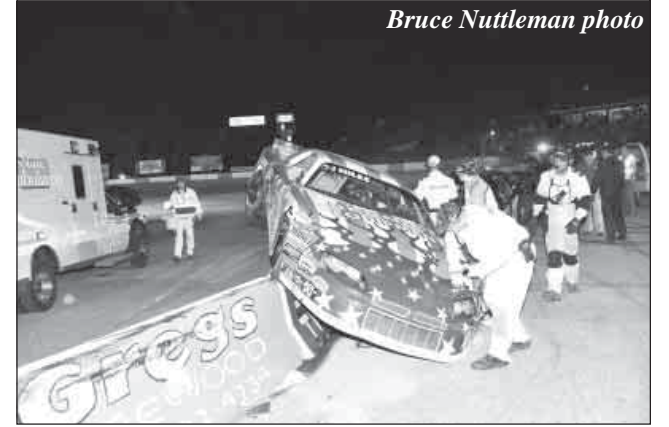
Kirchner meanwhile enjoyed a win after a difficult week. "The car was a bit loose off the corners, but we'll take it. We hope the fans had a great time tonight." This was one of the more challenging feature wins in Kirchner's career, fighting off a challenge nearly every lap. "After backing into the wall during last week's heat race, it took all week to repair the car. We actually just finished the repairs this morning, and I can't thank Troy Rave (who drives Kirchner's backup car) and the crew enough," concluded a happy Kirchner.

Dan Gilster beat fast qualifier Randy Humfeld and brother Jimmy to the line in the North Country Contractors Sportsmen feature, while triple-duty driver Harley Jankowski won the United Auto Supply Thunderstox feature. John Olson took home the feature for the Volden Construction Outlawz.

Bruce Nuttleman photo



Bruce Nuttleman photo



Mahder Captures Cedar Lake Late Model Main Event

Jerry Zimmer photos

Defending Cedar Lake Speedway track champion, and 2010 NASCAR Whelen All American Series National Rookie of the Year, Chad Mahder, picked up his first win of the year. Mahder and Brent Larson put on a classic dirt track battle for the first few laps, before Mahder moved his way into the lead. Larson would hold on for second with Rick Hanestad taking third. Heat races went to Corey Mahder and Larson.

In the Modified division, Craig Thatcher picked up his first win at Cedar Lake since 2006. Thatcher was followed at the line by Corey Williams and Jason Gross. Heat race wins went to Scott Splittstoesser and Gross.

Ryan Olson topped the 37-car Midwest Modified feature, holding off Erik Herbison and Dave Siercks. Heat races wins were picked up by Olson, Herbison, Scott Splittstoesser and Jordan Hessler. Rick Kobs topped the Pro Stock main event over Justin Stahl and Cory Davis, with Kobs and Davis picking up heat wins.



Goede, Moore charge to wins at Elko Speedway

By Jim Burns

While Dundas' Donny Reuvers was inducted into the Elko Speedway Hall of Fame, New Germany's Matt Goede and Northfield's Dylan Moore shared top billing as Goede edged Lonsdale's Adam Royle in the NASCAR Super Late Models and Moore held off Prior Lake's Travis Stanley in the Big 8's to highlight the NASCAR Whelen All American Series at Elko Speedway Saturday June 4, 2011.

The NASCAR Late Model action began with Necedah, WI's Travis Sauter setting the nights qualifying standard with a 13.835 second clocking (97.579 mph), before Joel Theisen and Jason Schneider topped the Semi Features to set the field for the 40 lap headliner. At the drop of the green, Royle roared from his outside pole position past Goede into the lead, with Brian Johnson slipping around Joel Theisen to join the top three. As Royle continued to set the pace over Goede and Johnson, Billy Mohn came to life passing Theisen on lap 11 to move to fourth, with new Hall of Fame member Donny Reuvers also on the move.

The action remained "clean and green" for the next 25 laps, with Goede able to catch Royle on lap 33 before the only caution of the race slowed the field on lap 36 as Mark Lamoreaux spun trying to work around the lapped car of Tony Holm. On the restart, Royle held onto the point, but Goede would duck under the leader exiting turn two on lap 38 to roar to the lead and the win, with Royle, Johnson, Mohn and Theisen earning top fives.

In the Big 8's, Prior Lake's Travis Stanley jumped to the early lead, with Dylan Moore and Jon Lemke also on the move before the caution flew on lap 8 for a solo spin by Tom Kamish. On the restart, Moore quickly looked on the outside of Stanley, taking the lead on lap nine as Lemke,

Darren Wolke and Doug Brown battled for third through fifth. With the action continuing under the green for the entire 25 lap distance, Moore wouldn't be denied as he rolled to the win, with Stanley, Wolke, Lemke and Brown earning top fives.

The Genz-Ryan Thunder Cars featured their largest car count of the season and the action reflected it as recent ASA Sportsman Tour winner Dillon Sellner battled past Greg Borchardt for the early lead, with Adam Wiebusch driving around



Martin DeFries photos



Borchardt for second on lap six of 25. As Sellner kept Wiebusch at bay, point contenders Ted Reuvers and Brent Kane roared by Borchardt and then Wiebusch, pulling within two car lengths of Sellner with seven laps remaining. As the action stayed under the green, Reuvers caught and passed Sellner for the lead on 21, with Kane following suit on lap 22 setting up a three lap shootout in which Reuvers would earn the checkers, while Kane, Sellner, Wiebusch and Scott King earned top fives.


The Great North Legends feature saw three "young lions" battling for early honors as Bryan Syer-Keske, Kyle Hansen and Matt Ostdiek chased high and low for the first 11 laps of the 20 lap main, with Ostdiek ducking under Hansen for second on lap 12. As Ostdiek, Hansen and the balance of the 20 car grid chased after Keske, the caution flew on lap 15 as Chris Henry lost the handle entering turn one. On the restart, Keske jumped back to the lead, with Ostdiek moving back around Hansen, putting pressure on Keske. As the white flew, Ostdiek ducked around

Keske for the point and as the tandem raced out of turn four, contact sent the leaders spinning with Hansen coming through for the win, with Tim Brockhouse, Jon Lemke, Shon Jacobsen and Ben Schaitel second through fifth.


The Power Stocks had "twice the fun" as twin 20 lap features greeted the teams and in the opener, Webster's Darren Waltermann had all the fun as turned his pole position into an early lead over Minnetonka's Taylor Goldman. As Waltermann continued to set a commanding pace, Dustin Mann worked around "Roller Girl" for second at the midpoint, but in the end Waltermann earned the win going wire to wire.

In the second 20 lapper, Belle Plaine's Devin Schmidt took the opening lap lead, with Taylor Goldman sliding around Jenny Cichy for second before the caution flew on lap two as Dustin Mann "loosened up" Dan Bohnsack. As the action went back to green, Waltermann and Steve Zimmerman made contact, but the action remained green and over the final 18 markers, Schmidt followed Waltermann's first race recipe, going wire to wire for the win, with Goldman earning her second top three of the night and Matt Ryan edging Mann for third.

Topping off the action were the Mini Stocks and Faribault's Pat Wells took the early lead, with Bloomington's Jack Purcell moving around Wells for the lead on lap three. As Purcell moved to the lead, Heat winner Zack Schelhaas zipped by Wells for second on lap four and started his pursuit of the leader. Over the final 11 laps, Purcell was able to keep Schelhaas at bay to earn the win, with Brandon Elmer ducking under Aaron Hopkins for third.



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The Racing Geek



by Jordan Bianchi

1. Kevin Harvick

Typically you associate winning, especially multiple times in a four-month span, with leading a lot of laps and being dominant. But Kevin Harvick is doing everything he can to prove that theory wrong. In his three wins this season, he's led a total of nine laps. On the year, his 108 laps led are only good enough for 12th best. Then again, who really cares, considering he's won more than any other driver in 2011?

2. Carl Edwards

From the outset, the Coca-Cola 600 had the appearance of a Carl Edwards' romp. However, as is often the case in NASCAR's longest race, how one runs during the daylight is vastly different than how they run under the lights. And instead of cruising to his second points win of 2011, the driver of the 99 car got out of pit sequence and found himself mired back in traffic where passing was a chore. The end result saw Edwards finishing a disappointing 16th.

3. Jimmie Johnson

My favorite moment Sunday in a day and night filled with them, was Fox showing Jimmie Johnson blowing up and Chad Knaus giving a typical Chad Knaus response as he witnessed smoke billowing out of the 48.

4. Matt Kenseth

Like a host of drivers, fuel mileage cost Matt Kenseth a higher finish than he otherwise deserved. Unlike those other drivers, the '03 champ led the most laps and looked to have his third victory of the season well in hand.

5. Kyle Busch

It wasn't the best of weeks for Kyle Busch. First, he gets tagged for stupidly going 128 in a 45-mph zone. He follows that up by crashing not once, but twice all on his own Sunday in a span of 25 laps. The first time he took a harmless spin through the grass. However, the second incident wasn't as kind to M&M's machine, as he hit the outside wall hard enough to warrant a trip to the garage for repairs.

6. Dale Earnhardt

I got an email from a reader saying they disagreed with me saying that Dale Earnhardt Jr. was back. His contention was a driver whose gone three years without a win can't be considered back until they actually, you know, win. It's a fair point.

Regardless, I still stand by what I wrote. I contend that even though he hasn't won this year – or for that matter the last two years – Earnhardt's been in position to have at least four victories this season. In the Daytona 500 he was running with the leaders late before getting caught up in a wreck not of his own doing. He was leading with four laps to go at Martinsville before Kevin Harvick passed him and he had to settle for second. At Talladega he pushed teammate Jimmie Johnson to the win and finished fourth. And of course there was Charlotte, where Earnhardt came within a thousand feet of getting back to the winner's circle.

Yes, he hasn't won, but the consistency, as well as the results are skewing heavily in the direction that if he isn't back, he's as close to being back as one can possibly be without actually being considered all the way back. (I promise the above paragraph made sense when I wrote it.)

7. Greg Biffle

Everything I said about Matt Kenseth applies here except leading the most laps and winning for the third time in 2011. "The Biff" is the favorite at Kansas, having won there twice previously and with how fast the Fords have been this year on the mile-and-a-half tracks.

8. Clint Bowyer

Despite making wholesale changes to his car throughout the 600-mile race to combat a tight condition that would never be resolved, Clint Bowyer still managed to salvage a 15th-place finish. A finish good enough for him to maintain his eighth spot in the standings heading into what surely is the most important race of the year for the Emporia, Kansas native.

9. Tony Stewart

With the calendar officially turning to June, now is about the time Tony Stewart starts to heat up on the track. The good news for the owner-driver is despite having just one top-five finish all season, he doesn't have too big of a hole to climb out of by Tony Stewart standards, as he's ninth in points and still within reaching distance of an upper-echelon finish in the standings.

10. Jeff Gordon

With the continued inconsistencies of the 24, it's apparent that the only way Jeff Gordon is going to make the Chase is via a wildcard spot. Gordon and crew chief Alan Gustafson need to focus all their attention on getting win number two on the year and not worrying about points. If that means gambling recklessly on taking no tires or two tires when the situation normally would call for four, or trying to stretch their fuel well beyond its limits, so be it. The bottom-line is all this team needs to do to make the Chase is win just one more time in the 14 remaining regular season races.

11. Denny Hamlin

I did a radio interview last week where the host compared Denny Hamlin to my beloved Minnesota Twins. Unfortunately for both Hamlin and my Twins, it wasn't meant as a compliment, as both have struggled this season to meet the expectations that were laid out before them in the offseason. But at least Hamlin has a real chance of turning around his year, whereas the Twins sport an ungodly record and are 15.5 games out of first, just two months into the season.

12. David Ragan

David Ragan just keeps knocking on the door to Victory Lane, as his runner-up finish in the 600 can attest. You have to figure eventually he's going to figure out a way to unlock the door and step into victory lane. Especially with a lot of favorable tracks coming up on the schedule where the Roush Fenway organization should have a noticeable advantage.

13. Ryan Newman

There are a lot of drivers in need of a good run at Kansas. But perhaps none more so than Ryan Newman, who has a lone top-10 finish in the last seven races, and consequently has fallen from second in points to 10th, just 10 markers ahead of Greg Biffle for the final spot in the Chase.

14. Kurt Busch

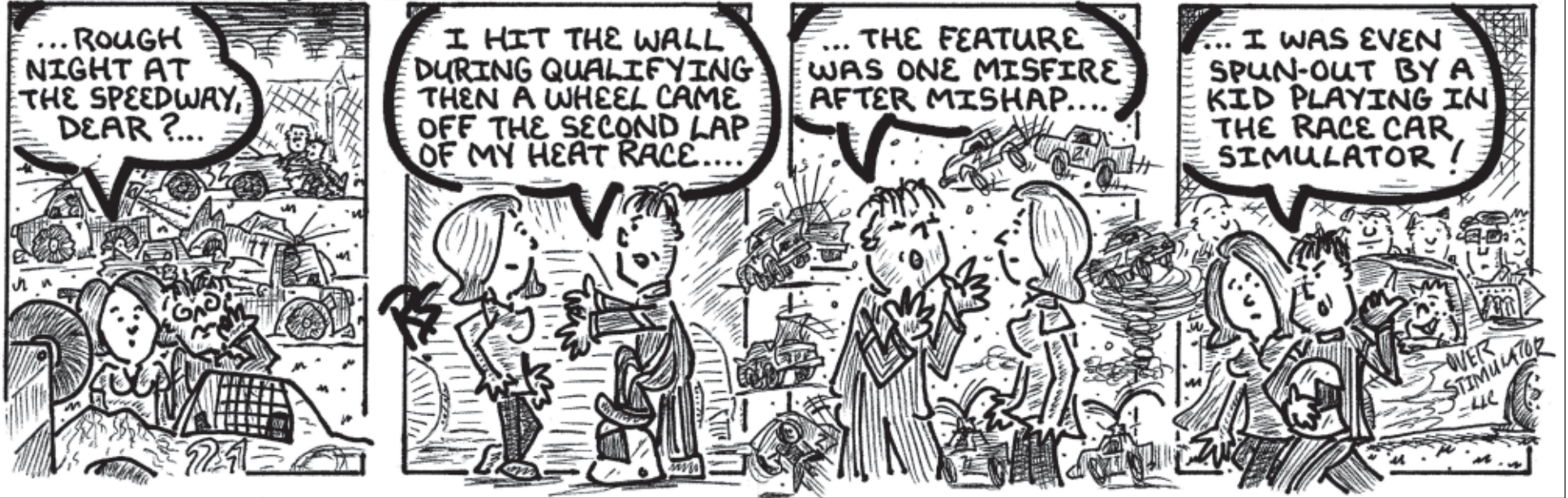
It's the NASCAR equivalent of the chicken or the egg scenario. Because Kurt Busch wasn't complaining and moaning constantly on the radio did it allow him to focus more on giving constructive feedback to his crew and help him to a fourth-place finish – his first top-five since Daytona? Or, did Busch's constant verbal tirades over the last month push Penske Racing towards making changes that were long overdue and as such Busch had a better car to drive on Sunday?

15. AJ Allmendinger

The intermediate tracks haven't been the 43 team's strong suit this season, so their fifth-place run in the 600 is promising for a team sitting 13th in the standings, just 18 points removed from a spot in the Chase. You have to admit, it would be pretty damn cool to see a Richard Petty owned car competing for the championship for the first time in nearly 30 years.



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