

MOTORSPORTS 2010 NOTES by Jerry Reigle, Brett Deyo, Tracy Chirico & Barry Angstadt

Vendors, Attendees, Local Businesses Happy Motorsports Is Back In PA

OAKS, PA - If you want to know the success of an event, just ask those surrounding it.

And that's what Lincoln Speedway announcer/public relations specialist Wayne Harper did prior to attending Motorsports 2010 presented by StreetBlaze 100 on Sunday at the Greater Philadelphia Expo Center in Oaks, Pa.

"I went into a restaurant down the road for breakfast and it was jammed-pack with customers," Harper said. "The manager on duty asked me what the heck is happening down at the Expo Center.

"I said it was the Motorsports Show. They said the restaurant was full all weekend with people either going or coming from the show. The manager walked away and said, 'You better tell whoever is promoting it that it should be an annual event, because it's really helped out the businesses in the area.'"

The 25th annual Motorsports show was not only a hit with the local businesses, but it drew rave reviews from vendors attending the three-day event.

Presenting sponsor VP Racing Fuels was pleased with the success of the silver anniversary event.

"We've been involved with Lenny and the late Joe Pratt and Motorsports Shows back to Year No. 1 at Valley Forge," said Jim Kelly, VP's Eastern Regional Manager. "We were really pressing to get the show back to Pennsylvania where it belongs and the turn out at Oaks validated that.

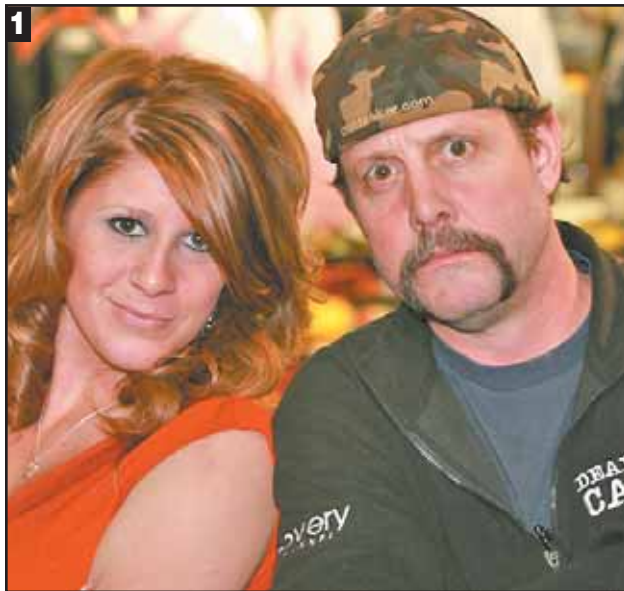
"We got to see a lot of dealers, racers and potential customers who we hadn't seen in some time and we expect a lot of good things to come of the business we did there. Not every show attendee has a use for racing fuel but as a racer and general consumer show we were able to debut our SEF94 Small Engine Fuel and Street Blaze 100 high octane street gas for performance cars and bikes.

"It was a great show and a great venue - there's so much to do in that area. I am certain the show will grow bigger and even better for 2011."

For those planning ahead, Motorsports 2011 is already set for January 21-23.

NHRA star **Morgan Lucas** had a great time at the Motorsports 2010 show.

Before getting to the event on



Friday, Lucas asked for a tour of the Valley Forge National Historic Park area.

Lucas is an avid history buff. He is a big fan of the Motorsports Show, too.

"This is incredible," he said. "I can walk about and meet with so many people that you miss at the race track."

Virginia Motor Speedway drew an interest with World of Outlaws drivers Danny Lasoski and Austin Hubbard.

The track is set for the Commonwealth 100 WoO Late Model race on April 16-17.

"Pennsylvania race fans are great for us," said track owner Bill Sawyer. "When we had RIR, our highest number of fans came from Virginia then Pennsylvania."

Sawyer survived his first season of racing every other week. "When we announced that last year, I thought my ass would be burnt in effigy," Sawyer said.

All signals are green as **DIRTcar All-Star Weekend** returns to Cayuga County Fair Speedway for the second straight year, July 16-17, featuring two spectacular days of short-track action at the northeastern hub of DIRTcar Racing in Weedsport, N.Y.

Fans can get an early taste of Big-Block Modified racing Thursday, July 15 when All-Star weekend kicks off at Brewerton Speedway with a special Super DIRTcar Series shootout with the 50-lap winner collecting \$3,000.

Cayuga County Fair Speedway's program begins Friday

with a Super DIRTcar Series preliminary event paying \$3,000 to the winner of the 50-lap affair.

The attention Saturday turns to the 2nd Annual All-Star 100 on the historic 3/8th-miler, in 2010 boasting a wild new format that is guaranteed to keep the competition keen for the distance.

"Last season was just the beginning, we're excited to introduce a new format this year which should provide fans a real treat when July arrives," remarked Roger Slack, World Racing Group's Executive Vice-President of Events. "I think the new formula truly embodies all the elements of DIRTcar Racing in the Northeast, and we'll be showcasing those strengths and traditions throughout the entire weekend."

Come feature time on Saturday we're still ready to hand out \$20,000, but maybe not to the same Big-Block driver as there will now be three pieces to the 100-lap puzzle. The first \$5,000-to-win 25-lap segment represents the famous Modified qualifying format while the second 25-lap segment, which also pays \$5,000-to-win, incorporates an inversion representative of the tough handicapping system that drivers face at their weekly tracks and the importance of a driver's ability to search out new lines, pass and work traffic to get to the front in a short amount of time. The 50-lap finale ultimately pits the top stars side-by-side against one another in a long distance special for the big \$10,000 prize."

When DIRTcar All-Star Weekend '10 officially launches at Cayuga County, joining the mighty Big-Block Modifieds on Friday alongside their Super DIRTcar Series showdown and all-out 'Exemption Dash' will be the DIRTcar Stock Cars (Street Stock).

A Hoosier Tire-VP Racing Fuels Mr. DIRTcar Sportsman Championship Series event has been scheduled on Saturday while details in a rare appearance by the Tobias SpeedSTRs are currently being finalized. Additional ASW events are pending at this time.

Saturday's century shootout

will be divided into three segments, with each offering separate purses.

Integra Shocks Time Trials, heat race and consolation round qualifying will set the line-up for the first 25 laps and an inversion will determine the starting grid for the second 25-lapper, with each winner pocketing \$5,000. Combined finishes from both races will then decide the field for the 50-lap finale that rewards the winner with a \$10,000 top prize.

Reserved seats and reserved camping for DIRTcar All-Star Weekend at Cayuga County go on sale in the coming weeks at the speedway office (315-834-6606) and online at www.all-star100weekend.com.

Joe Skotnicki spent the weekend on the job for DIRTcar NorthEast and the World Racing Group. Skotnicki, who heads up the Super DIRTcar Series for big-block Modifieds, is pleased with the progress of the 2010 SDS schedule.

Skotnicki acknowledged the importance of signing a DIRTcar event at Grandview (Pa.) Speedway after a year's absence. The 'Traffic Jam' race is planned for June 15.

There is a possibility of some cross-promotion between the Grandview event and Brett Hearn's 'Big Show II' at Orange County (N.Y.) Fair Speedway the next day (June 16).

Andy Bachetti, whose Steve Hough-owned No. 34 was part of the Valken Wheels display, hopes to hit the road more in 2010.

Sheffield, Mass.'s Bachetti, the '09 Lebanon Valley (N.Y.) Speedway champ, plans to race



weekly at Accord (N.Y.) Speedway and Lebanon Valley this season, while running many of the Race of Champions Dirt Modified Tour events.

"We're still looking for sponsorship to keep us going," said Bachetti, who will start his season in Florida next month. "But I'm hoping to travel more."

Super Sportsman ace **Frankie Herr** was busy answering questions at the Fastener Specialties Motorsports booth where Herr's No. 99 was on display.

Herr is racing Super Sportsman only in 2010. "We sold all the 358 Sprint Car equipment to Pancho Lawler," Herr said. "We have two cars for the Super Sportsman races.

"We'll have one for the Tour

races and another for the events at Williams Grove Speedway."

Herr said he is stoked about the October race at Susquehanna Speedway Park. **Derek Sell** had his 410 Sprint Car on display.

The Spring-Ford (Pa.) High School sophomore is planning to race weekly at Port Royal Speedway in 2010.

Sell ran out of photo cards on Friday. He and his father had to go to a nearby photo processing center to get more for the weekend.

Brian Buckwalter helped Sell this past season.

After Buckwalter's advice, Sell had two top-five finishes in the 358 Sprint Car class on the same weekend.

Sell wasn't the only driver to run out of photo cards. Davey Sammons ran out as well on Saturday.

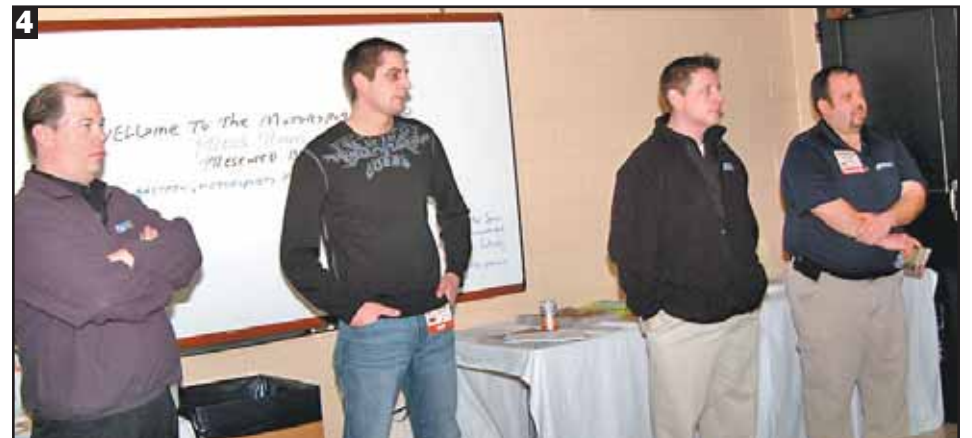
In fact, the complimentary Area Auto Racing News papers were gone by the end of the weekend.

Niki Young is still ride searching this season. Young however, is not on the sidelines.

The Spring Grove, Pa., resident will field a 125cc Micro Sprint for his son Cole Young.

Young will race the car at Selinsgrove Raceway Park on Friday nights.

The Micro Sprint Car is built by RTS Chassis. The Race Saver Sprint Car



DANGEROUS DECKHAND 1) Russ Newberry (right) with former Ms. Motorsports and Dangerous Red model Chelsea Miller; 2) Young Derek Sell had his 410 Sprint Car on hand; 3) Drag racing stars Morgan Lucas (right) and Doug Horne (left) entertained fans at the VP Racing Fuels booth; 4) (From left to right) Joe Skotnicki, Matt Sheppard, Roger Slack and Cory Reed discuss the upcoming All Star weekend at Cayuga Co. Fairgrounds; 5) Austin Hubbard next to his new WoO Late Model Series ride.

(Photos by 1-Paul Morales; 2-Bob Armbruster; 3-Bob Yurko; 4-Dave Nale; 5-Barry Lenhart)

MOTORSPORTS 2010 NOTES by Jerry Reigle, Brett Deyo, Tracy Chirico & Barry Angstadt

Series was a huge hit during Motorsports.

Tri State Race Series founder Joe Grandinetti was enthused with the interest he received from the attendees.

Eight signed for TSRS membership. Former URC regular Mark Bitner expressed an interest in the new group.

Lou Eckrich, a former URC car owner, has a car for the series, and Scott Pursell spoke to Grandinetti about running a select few shows in 2010.

Grandinetti received a welcoming phone call earlier in the week when Capital Region Sprint Association president Brian Grisel called and offered a challenge race between the CRSA and TSRS at Orange County Fair (N.Y.) Speedway in October.

In return, the CRSA will travel south for a challenge event at Bridgeport (N.J.) Speedway.

Andrew Harpell returned to Motorsports with a display featuring his Race of Champions events for dirt Modifieds and pavement Modifieds, along with Five Mile Point Speedway in Kirkwood, N.Y.

Harpell said he received plenty of positive comments in advance of the first ever RoC Dart Dirt Modified Tour event at Pa.'s Grandview Speedway on July 14.

Harpell will be part of two milestones this season. Both Five Mile Point and the annual Race of Champions will celebrate their 60th anniversary seasons in 2010.

Speaking of the Race of Champions, Harpell brought along the RoC trophy, a piece of history that was included in the tribute to Langhorne (Pa.) Speedway.

Don Guhl, once a big winner in 125cc Micro-Sprints, is now the head honcho at Guhl Motors. Guhl was busy chatting



with prospective and current customers in his booth at Motorsports, and he reported that the sluggish economy hasn't hurt his business.

"We're actually a little bit ahead of last year's pace," noted Guhl as he took a break to see some of the other displays at the show. "And, based on past history, our busy time is still ahead of us. If we get into February and we're not real busy, then I'll know the economy is having an effect on local racing."

Guhl grinned as he pointed out, "I look around the shop and think 'uh-oh', because I don't see many engines, parts, and pieces lying there. But that's because we've become a lot more efficient; we're getting the work done and getting customers' stuff back to them much faster."

Former racer and New Jersey resident **Lou Inzeo** made the trip from his current residence in Virginia to take in the show. Enzo has been involved in motorsports for more than three decades.

He drove until an injury sidelined him, but he remained involved in racing as a car owner. He presently owns a dirt Late Model.

Kevin Steele, the 600cc Micro-Sprint wheel-twister who also, along with Dillon Stein, founded and operates the popular website 600Scene.com, was spotted making the rounds



on Saturday at Motorsports.

Steele and Stein have built their site to be a "must read" for news about 600cc racing around the country and around the world, but they're adding a new wrinkle to 600Scene.com in 2010.

Jim Bernheisel was all set to present a seminar on Late Model set-ups Saturday morning.

But Bernheisel, the founder of Bernheisel Race Components/Lazer Chassis, had to send his son Brandon.

On Friday, Bernheisel received a call that Doug Dodd of Cambridge, Ohio, was coming to his shop to purchase a chassis.

The seminar went off without a hitch as the son did a great job.

Brian Hirthler of Four Star Lettering (Green Lane, Pa.) was a first-time Motorsports exhibitor.

The Four Star display included the Johnny Rea-owned No. R1 358-Mod to be driven at Big Diamond (Pa.) this season by Rick Laubach and the Kevin Hirthler No. 117, which featured a unique new look.

Hirthler's booth included cameras facilitating a live video feed hosted on www.tinychat.com.

The video link, publicized on southernjerseydirtracing.com message board, drew over 2,500 hits.

Hirthler was recognized with the Best Race Car display award by show management.

Tim Shaffer had a busier time.

Shaffer flew from Australia on Jan. 19. He then was fitted with a seat and went to Fremont, Ohio, to have the seat

belts put in the No. 83 Sprint Car.

He returned home to Aliquippa, Pa., near Pittsburgh and flew to Philadelphia on Saturday morning.

After spending a few hours at Motorsports, he flew back to Pittsburgh, then went to Columbus, Ohio, for Sunday's ASCoC banquet.

He went home to meet with a bank on Monday (he's getting a loan to build a home) and he left for Ocala, Fla., on Tuesday.

New Egypt (N.J.) Speedway general manager **Danny Serrano** has worked hard this off-season to coordinate qualifiers with other tracks in the area.

The New Egypt display at Motorsports included a poster highlighting partnerships with Accord (N.Y.) Speedway, Orange County (N.Y.) Fair Speedway, Penn Can (Pa.) Speedway, Five Mile Point (N.Y.) Speedway, Big Diamond (Pa.) Raceway, Grandview (Pa.) Speedway and Bridgeport (N.J.) Speedway.

With both Orange County and Grandview giving the Modifieds a night off on July 31 for New Egypt's 'Friends of Mike' event, Serrano has high hopes for a banner field of Modifieds at NES for the race he puts together annually in memory of race fan Mike Rogie.

Serrano and NES co-owner Bill Miscoski feel car counts in all divisions at the half-mile oval will be strong in '10.

Spotted walking around during the weekend was "Tweeter" **Len Pallom**, a former Bethel Motor Speedway competitor. He confirmed his intent to return to the 1/4-mile paved oval in 2010 behind the wheel of a Street Stock.

Bobby Allison drew many fans when he signed autographs on Friday and Saturday.

Allison sold out of his diecast cars along with the paperback book that he brought.

On Friday, Allison was presented with an old uniform that he used to wear when sponsored by Cam 2.

Wall Stadium had a display, and among the programs being promoted was the "Sunday Series", which allows young drivers to get seat time at the track.

The No. 11 Legends car of teenage driver Kenny Van Wickle was among the cars on display.

Van Wickle just returned from competing on the road course at Lowe's Motor Speedway the previous week, where he finished eighth out of 22 cars.

One of the big topics of conversation among Legends racers at Motorsports 2010 was the "million dollar race" announced last week.

The event will feature a total purse of \$1 million, and will take place at Charlotte Motor Speedway on July 15-17.

The event is expected to draw Legends talent from across the country, and several Cup competitors are reportedly planning to compete as well.

David Ragan, Reed Sorenson, and Joey Logano all competed in Legends and/or Bandoleros when they were younger.

Orange County (N.Y.) Fair Speedway mainstay **Mike Kolka Jr.** plans to start the 2010 season as a two-night-per-week racer, adding Friday racing at Accord (N.Y.) Speedway to his schedule.

NPS Racing Engines had a booth at Motorsports, with Wayne Leshner's terrific looking 600cc Micro-Sprint on display. Leshner's No. 1J, a glossy black that really makes the NPS and Hyper graphics pop, will be driven again this year by Ryan Greth.

The Gary Spotts/Tim Buckwalter combination had great success with NPS engines in 2009, and Leshner's team will give the motor builder a second high profile entrant in the coming season.

At Motorsports, Bobby Braxton stopped to talk while he was headed to the NPS booth.

Braxton, the former dirt Modified chauffeur who is now an integral part of grandson Shane's Micro-Sprint efforts, spoke highly of the NPS powerplants.

"I kept track of the various engine builders last year, and the NPS stuff seems to be very reliable. I saw a lot of others with rods blowing through blocks, but it never seemed to happen to the NPS motors."

The legendary **Ralph Liguori** was a hit at the Coastal 181 booth and Langhorne Speedway Racers Reunion.

He competed in the USAC Championship Car series from 1957 to 1971 making 61 starts. Liguori continued racing well into his 70s and won a minor race in 2000 at 73 years old.

"I can't get over how many people recognize me," said Liguori said. "They're giving me stories and pictures of races that I forgot I won."

Liguori had an interesting trip north.

"I was flying up and the pilot seemed like he dropped us about 200 feet," Liguori said. "We were cruising in fine and 'boom, the plane hit the runway.'"

Liguori is trained pilot, by the way.

Anchoring the Modified portion of the **Thunder on the Hill Racing Series** was the No. 3 358-Modified of veteran racer Mike Nicholas.

The Lebanon, Pa., driver passed along plans to race in a special events schedule this season, including the Bob Miller/Bruce Rogers co-promoted Thunder events.

Meanwhile, Nicholas's son, Danny, is slated to race regularly on Friday nights at Big Diamond (Pa.) Raceway.

J.J. Grasso, who won the **United Racing Company** (URC) 360 Sprint Car title in 2010, represented the organization in its display, along with the Palladino No. 99.

Grasso spent time signing autographs, but one of his most important duties of the weekend came when he had to be a judge in the BPG Racing Ms. Motorsports contest.

Grasso sat beside World of Outlaws Sprint Car Series star-Danny Lasoski.

Look for north Jersey car owner **Dieter Schmidt** to enter approximately 10-15 events this season with Rick Laubach at the wheel of his Lincoln Auto Body No. 5.

Among those helping out at Motorsports 2010 was SPEED Channel's World of Outlaws play-by-play announcer **Shane Andrews**.

Andrews will once again be on hand to announce at the indoor races at Boardwalk Hall in Atlantic City this week.

Wade Hendrickson had plenty of reason to smile at Motorsports. After all, the '09 Bridgeport (N.J.) Speedway champion from Lawrenceville, N.J., had two immaculately-prepared race cars on display at the show: one car sporting the Johnny Leach trademark No. 99 and another with the Rio Bros. No. R10 on its doors.



EYE CATCHING 1) Jimmy Blewett's family-owned No. 76 asphalt Modified was a must-see at Motorsports 2010; 2) Blewett (left) and Ted Christopher (right) talk shop; 3) Bobby Pickel (right) and his former car owner Lou Inzeo (left); 4) Tim Shaffer signs for a fan; 5) Wade Hendrickson had the Johnny Leach-owned No. 99 on display in the Bridgeport Speedway booth. (Photos by 1-Harry Cella; 2-Pete MacDonald; 3-Bob Snyder; 4-Jeff Martz; 5-Deb Smith)



MOTORSPORTS 2010 NOTES by Jerry Reigle, Brett Deyo, Tracy Chirico & Barry Angstadt



While Hendrickson's No. 99 was part of the Bridgeport display, he has not committed to weekly racing at the South Jersey facility in 2010.

He's waiting until this Saturday's Awards Banquet in Dover, Del., to make that decision.

Hendrickson, like Bachetti, has designs on traveling more this season.

He will start the year at Selinsgrove (Pa.) Speedway along with early events at Hagerstown (Md.) Speedway.

Hendrickson hopes to make first-time visits to Penn Can (Pa.) and Five Mile Point (N.Y.) as well.

Hagerstown Speedway is no longer hosting the Hub City 150.

The Maryland half-mile oval has been a long-time supporter of Motorsports and once again, Steve Crumbacker and staff did a fantastic job in promoting the track this year.

"We feel that the Hub City pretty much ran its course," Crumbacker said. "We still have many big events on our schedule."



NORTHEAST FEATURE WINNERS 1) (Sitting, L-R) Tommy Cloce (asphalt Late Models), Ryan Smith (Micro Sprint) and Ted Christopher (overall and asphalt Modified); (Standing, L-R) Matt Sheppard (dirt big-block Mod), Ken Tremont Jr. (dirt 358-Mod); and Tim Shaffer (open cockpit); 2) Josh Richards receives his plaque from Ms. Motorsports Alyssa Sharman for leading the dirt Late Model win list; 3) Shane Andrews (black shirt) and Warren Alston (white shirt) test the Big Wheels. (Photos by 1&2-Bob Yurko; 3-Jim Smith)

Hagerstown's booth attracted many big hitters throughout the weekend including Mike Lupfer, Jeremy Miller, Alan Sagi, Scott LeBarron and Kenny Dillon.

Hellertown, Pa.'s **Rick Laubach** had a significant presence at the show, with the Hermann No. 7 in the DIRTcar area and the Rea No. R1 in the Four Star Lettering display. Laubach was also a judge for the BPG Racing Ms. Motorsports competition

The **Steel-Block Bandit Series**, represented at Motorsports, aggressively promoted a recently-signed event at Grandview (Pa.) Speedway, set for July 31. Grandview's weekly Late Model racers will be legal to compete in the event.

Riverhead Raceway 2009 4/6 Cylinder Truck Enduro champion **John Cozza** was on hand at the show on Saturday, making the trip from Long Island to check out the event and show his support for the North East Enduro Tour Series (NEETS).

Cozza was diagnosed with cancer halfway through the 2009 racing season, and he captured the championship while driving with a chemo bottle strapped to his leg.

He underwent surgery in December and recently began his second round of chemotherapy.

There was plenty of traffic through the NEETS booth, as the economy has made the affordable form of racing popular.

These types of cars are known for the minimal investment required and limited schedule.

Aside from safety modifications, these cars are essentially stock, keeping the costs down.

Accord (N.Y.) Speedway promoters **Gary and Donna**

Palmer spent time walking the show aisles.

In addition to Friday racing headlined by Modifieds, the Palmers have developed a successful Wednesday-night Quad, Bike, Slingshot and Go-Kart program. Palmer said he hopes to add some 600cc Micro-Sprint specials to the midweek races.

Palmer also reported that he had signed VP Racing Fuels as a track sponsor for the '10 season.

Kenny Tremont, honored as the Northeast-leading 358-

Modified winner, confirmed on Saturday that he would return to weekly 358-Modified racing at Albany-Saratoga (N.Y.) Speedway, which will be a paved track in 2010.

Tremont has been a big victor on the dirt at A-S in recent seasons.

Doug Borger's **Xcel 600 Modified** group is proof that small car racing is thriving in the current landscape.

Borger has secured a busy 2009 schedule and reported he has a full slate of cars to build for the 2010 campaign.

Asphalt Modified driver **Brian Cranmer** is going dirt racing.

Brian's uncle Nat Cranmer purchased a car and motor from Andrew Krause which he will drive in the big-block Modified division at New Egypt Speedway. Nat was able to sell his asphalt modified to make the purchase. While neither has any dirt track experience, Nat has many friends from his days working at the IROC shop that he can lean on for information.

Brett Ballard, a graduate of the Garden State Sportsman ranks, will make the move into the big-block Modified ranks

this season, joining Richie Pratt Jr. on the big-block portion of the Sal DeBruno team.

Ballard hopes to visit some different venues while gaining experience during the '10 campaign.

A vintage Glenn Hyneman-Craig Von Dohren **Keystone Racing No. 126** drew plenty of attention at Motorsports. The 1983 Olsen Eagle was restored by its current owner, Kevin Eyres.

Eyres has agreed to display the car at the upcoming Racing Legends Reunion & Car Show presented by Reading Eagle and WEEU 830 AM at the Fairgrounds Square Mall (Reading, Pa.) Feb. 21-27 as part of the Penn National (Pa.) Speedway Reunion.

Chad Little was in demand on many fronts at the NASCAR booth.

Little, the NASCAR Whelen Modified Tour Series Director, fielded questions about the upcoming season but he was surprised how many fans approached him for autographs.

"You wouldn't believe how many people still bring me stuff to sign," Little said. "It is almost like I still drive the John

Deere car."

Rich "Toby" Tobias Jr., who put together an expansive display for his Slingshot and SpeedSTR race cars at Motorsports, said he hopes to debut his self-built Modified chassis in July during the All-Star Weekend at Cayuga County (N.Y.) Fair Speedway.

Tobias is still working on the design of the car, which he hopes to put into production shortly.

Tobias harbors great optimism looking toward the 2010 season for his SpeedSTR Midgets, which will make several appearances at Grandview (Pa.) Speedway on Sunday afternoons - a flashback to the former Sunday-night Midget events at the one-third-mile oval.

Sundance Vacations Speedway Modified champion **Kyle Ebersole** had his car on display at the Radical Design booth.

Ebersole will have to get to SVS earlier in 2010.

The track announced its start time will be switched to 5 p.m., an hour earlier than normal.

"Almost half of our racers come from out of the area," said speedway promoter **Joe**

BUY YOUR TICKETS ONLINE AT:
DIRTCARNATIONALS.COM

NIGHTLY DOUBLE HEADERS!		
DAY/DATE	CAR CLASS	CAR CLASS
TUES, FEB. 2	UMP DIRTCAR MODIFIEDS	SPRINT CAR OPEN PRACTICE
WED, FEB. 3	ALL-STAR CIRCUIT OF CHAMPIONS	UMP DIRTCAR MODIFIEDS
THURS, FEB. 4	ALL-STAR CIRCUIT OF CHAMPIONS	UMP DIRTCAR MODIFIEDS
FRI, FEB. 5	WOO SPRINT CAR SERIES	UMP DIRTCAR MODIFIEDS
SAT, FEB. 6	WOO SPRINT CAR SERIES	UMP DIRTCAR MODIFIEDS "THE GATOR" QUALIFYING NIGHT 1
SUN, FEB. 7	WOO SPRINT CAR SERIES	UMP DIRTCAR MODIFIEDS "THE GATOR" QUALIFYING NIGHT 2
MON, FEB. 8	UMP DIRTCAR LATE MODELS	UMP DIRTCAR MODIFIEDS "THE GATOR" CHAMPIONSHIP
TUES, FEB. 9	UMP DIRTCAR LATE MODELS	UMP MODIFIEDS: TWIN/TRIPLE/QUAD 25'S
WED, FEB. 10	UMP DIRTCAR LATE MODELS	SUPER DIRTCAR SERIES BIG BLOCKS
THURS, FEB. 11	WOO LATE MODEL SERIES	SUPER DIRTCAR SERIES BIG BLOCKS
FRI, FEB. 12	UMP DIRTCAR LATE MODELS	SUPER DIRTCAR SERIES BIG BLOCKS
SAT, FEB. 13	WOO LATE MODEL SERIES	SUPER DIRTCAR SERIES BIG BLOCKS

FREE!

FAN PIT PASS INCLUDED WITH EVERY TICKET, EVERY NIGHT!

MOTORSPORTS 2010 NOTES by Jerry Reigle, Brett Deyo, Tracy Chirico & Barry Angstadt



Callavini. The SVS card will boast five open-wheel Modified events in 2010. Those will pay at least \$5,000 to win.

Other divisions on the card are the Sport Mods, Late Models, Street Stocks, Factor Stocks, 4-Cyl. FWD, ATQMRA, Legends and 270/600cc Micro Sprints.

Think you had a busy time last week?

Kyle Purks unveiled his new No. 64k paint scheme at Motorsports.

The base is black with hints of green on the side.

Purks is carrying primary sponsorship from Accurate Automotive and Diesel Repair of New Castle, Del.

"We're still using our family built engines," Purks said.

Shane Lewis, the '09 PA 600 Speedweek co-champion and winner of the 600 Pro Series race at Trail-Way, spent much of last weekend working in the RTS Chassis booth.

Shane and his dad, Glenn, were both talking to the show's attendees about the 2010 RTS 600cc chassis, which they helped to develop.

One of Terry Schaeffer's 600cc creations sat proudly on display, sharing the space with an RTS 270cc Micro-Sprint.

"Our car is at Terry's shop right now," explained Glenn Lewis. "We've got some more ideas that Terry can work into our chassis, so I guess we'll be running the 2011 version this season."

While Lewis' days are busy as a student at Penn State University's main campus, he made the trip from State College to



Oaks, Pa. last weekend.

In March, Lewis will take a ride even further south, competing in his first event of 2010 at I-30 Speedway in Little Rock, Ark.

"Everybody's there," said Glenn Lewis. "It's a great measuring stick to see where you're at with your program. It's even bigger and better than the 600cc races in Florida."

While father and son Lewis promoted the RTS products at Motorsports, the company's founder wasn't just sitting around and watching the crowd. Terry Schaeffer also spent the weekend showing off his micros. Two (very) interested observers had just returned from a successful first-effort at the Chili Bowl Midget Nationals.

Brad Cox and his dad, Michael, spent quite a bit of time with Schaeffer as they perused the 600cc machine on Saturday. Cox, the young Australian who qualified for his preliminary night feature in Tulsa, would like to complement his Midget racing itinerary with occasional forays in 600 events.

RTS employee Dennis McKeon stated that the shop has been busy building new cars and rebuilding older micros.

"We just finished a new 270 micro for someone in the Selinsgrove area, and business has been good," informed McKeon.

Roush/Yates Performance Parts had a huge presence at Motorsports 2010.

Art Liedl had his beautiful No. 2 360 Sprint Car on display. Liedl is the first driver to use the Roush/Yates power in the United Racing Company.

"The only thing holding it up is my set-ups," Liedl said jokingly.

Liedl finished ninth in URC points this past season.

Roush/Yates has supplied a spec head 358-Modified engine for car owner Johnny Rea who will use it in the car that Rick Laubach will drive at Big Diamond Raceway this year.

And 410 Sprint Car racing is the next bridge to cover.

Roush/Yates is building two 410 Sprint Car engines for car owner Suellen Wilshe that will be driven by Jason Blonde on the new Biobased USA Xtreme Racing Series.

Also, Bobby East plans to race a 410 engine with the series, as well.

After being crowned "Ms.

MotorSports 2010", Danielle Wilson approached 2009 Bethel Motor Speedway Legends champion **Mike Alcaro** and requested to sit in his Legends car that was on display in the NorthEast Legends booth.

Wilson had spent some of the early part of the weekend across the aisle in the Steel Block Bandits Late Model Series booth, and the 5/8th-scale car had caught her attention.

The car that Alcaro had on hand was not the car he competed in at Bethel in 2009, as that car - which had been dubbed "Captain America" because of its patriotic paint scheme - suffered damage in a late-race incident at Wall Stadium's Turkey Derby in November.

Nick Schlauch Jr. had his No. 38N URC Sprint Car on display in the Dave Adams Motorsports booth.

"We'll race with URC again," Schlauch said. "We got rid of out 410 Sprint Car stuff, so that's all we have for now."

Schlauch made the change from 410 Sprint Cars to 360 Sprint Cars last season.

"This is what we can do," he said.

The Kuiken family stopped by the RTS booth on Saturday.

Rich Kuiken Jr., a familiar face at several Micro-Sprint tracks just a few years ago, completed his second season on the NASCAR Whelan Modified Southern Tour.

"I still like running the micros on dirt," smiled Rich as he and his parents discussed their travels to race on pavement over the past few seasons.

"He's run at Bristol and Martinsville with the mods," noted Rich, Sr. And we've run at Bowman-Gray Stadium (the track now featured on the History Channel's Madhouse reality show). We were there last summer for a tour race, and they were filming for the show. It's a great place for a tv show like that, but it's not good racing. There's an awful lot of intentional crashing, the racing (in Micro-Sprints) at Lanco is much better than that place."

For the upcoming season, Kuiken expects to stay closer to home. "It's just too costly to run that southern tour," the elder Kuiken pointed out.

"We'll probably run the Modified at Sundance Vacations Speedway, and maybe at some other local tracks," he said. "And I know he'd like to pick up a ride in some 600cc Micro-



Sprint races."

His son quickly nodded in agreement.

Underdog **John Willman** brought his self-owned No. 74W small-block Modified to Motorsports with a new name on the car's flanks.

Willman has signed the Install America company to sponsor his efforts in 2010. Willman's car was displayed in Dave Calaman's 'Mr. Leak' radiators booth.

The Birdsboro, Pa., driver has plans for a full season at Grandview (Pa.) Speedway in NASCAR Whelan All-American Series action. He will start the season at Big Diamond (Pa.) Raceway on Fridays and evaluate his status there by mid-May.

Female driver **Jamie Morrison** has been representing Trail-Way Speedway at the winter car shows.

Morrison and her No. 18 358 Sprint Car will be in action full-time on Friday nights at Trail-Way Speedway.

She will also run the 358 Sprint Car in special shows at Port Royal Speedway and Susquehanna Speedway Park this year.

Morrison is finding a different career since taking over a racing television show in the Gettysburg, Pa., area.

In fact, she changed her major to broadcast journalism at the University of Maryland.

Hyper Racing's **Chris Snyder** manned the QMA booth at Motorsports last weekend, promoting the new Hyper Quarter-Midget.

One of the cool looking little racecars was perched on a stand inside the display, and Snyder indicated that the Quarter-Midgets will be his primary focus in 2010.

Although he's on the Board of Directors for Lanco's Clyde Martin Memorial Speedway, where Micro-Sprints are the weekly staple, Snyder says he will not be attending many events at the high banked oval this year.

He intends to frequent Quarter-Midget events, especially those at Honeybrook, Pa., as he attempts to sell the new creations from Hyper Racing, and offer his help to those who race them.

Snyder, from Manheim, Pa., drove micros for many years before announcing his "unofficial" retirement at the end of the '08 campaign. At Motorsports, though, he spoke of a possible return to the driver's seat in selected events during the up-



coming season.

"I might run a few of the bigger shows at Lanco for Jeff Stelter," said Snyder. "But it's not a certainty yet, because Jeff doesn't even have a car at this point. We're looking for one, though."

Rich Tobias' **SpeedSTR Midgets** attracted a lot of attention at the show. In his Speedway Entertainment booth, a SpeedSTR was mounted in a vertical position, with its nose high in the air.

It was actually a cut-away car, much like the Sprint Cup versions used by television networks.

Having the car positioned vertically, though, allowed attendees to get a 360-degree view from the front of the car to the back...a visual that is not possible when the car is sitting on all four wheels. It was a very novel and unique idea.

Tobias had quite a scare.

He lost his Syracuse Mile winning ring while setting up



ROUSH-YATES POWER 1) URC driver Art Liedl (right) joins representative from the engine company; 2) Modified driver John Willman likes his Modified; 3) Jessie Morrison poses next to her 358 Sprint Car; 4) Richie Tobias Jr. shows off his chassis; 5) 14-year-old Andrea Quillman is ready for the 125cc Micro Sprint Car season; 6) This Tobias SpeedSTR drew alot of attention as it'll be driven by Freddie and Brandon Rahmer. (Photos by 1-Bob Armbruster; 2-Lew Brubaker; 3-Rick Schwindenhammer; 4-Bob Yurko; 5-Jeff Calpino; 6-Mike Feltenberger)

for the Motorsports Show.

A resident from Long Island, New York, found it and went home to research who it belonged to.

After contact with Tobias, the ring was sent via mail.

Another SpeedSTR that attracted much attention was the attractive racer bearing the name **Rahmer**.

Fred and Debbie Rahmer greeted interested observers who took a peek at the car that will be driven by their sons, Fred Jr. and Brandon.

Andrea Quillman's beautiful No. 10 Micro-Sprint adorned the DEKA Batteries booth.

Quillman, a graduate of the Young Guns 390 Junior Sprint Series, competed in some of Airport Speedway's 125cc Junior Micro-Sprint class events in '09.

The fourteen year-old will again enter 125cc races in 2010, with the hope of visiting several area tracks who host the class.

She may have the best dressed crew in all of Micro-Sprint racing, as three of her crew members staffed the booth last weekend, all wearing very professional looking pit crew apparel.

Speaking of the **Young Guns 390 Sprint Series**, former ARDC and Sprint Car pilot Bill Case was walking the show on Saturday as the new "head man" of the organization.

Case's son, Sean, is entering his second season of YG390 competition, and his dad is excited about the series.

"We'll probably bring at least eight or nine cars to each event, and hopefully more as the season rolls along," said Case. "We've got a solid schedule put together, and we're still looking to add races."

During the initial two years of the series for drivers between the ages of eight and thirteen, teams had to purchase their sealed, four-stroke Honda engines from Jeff Sacks, the man who formed the series. Now, however, Case says they've opened things up a bit, allowing both Sack's engines and the Cyclone engine from Buckwalter Motorsports.

"That has helped us attract interest from other racers who were not happy about having just a single source for engines," stated Case.