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AboutLMD

# NEWS BRIEFS

## notes and quotes from around the track

(updated Aug. 25, 7 p.m.)

### Miscellaneous Notes

Quotable: Assorted sound bites from the Late Model world from July and August:

"This is like a win to me. There isn't anybody else I would rather lose to."

- Rodney Cook, a multi-time Late Model Stock Car champion and eight-time 2010 race winner at Ace Speedway near Burlington, N.C., after finishing second to area legend Barry Beggarty in the Aug. 20 race.

"All these big, tough racers that won't go down there ... and here's this 16-year-old girl doing it. There's a lot of men that won't come down and race. Jack Landis won't race here."

- Al Cook Jr., who won the SuperPro Late Model Series race at the high-banked half-mile in Winchester, Ind., on series rookie Reagan May.

"Had he not been there, it'd've been too easy."

- Lowell Bennett, who won the third leg of the Red, White & Blue State Championship at Wisconsin International Raceway, on Ross Kenseth, who led laps 15-60 of 75 and finished third.

"It was a rough day getting over there. We are all glad that Jacky was OK and really excited that we got a win."

- Chase Elliott, who won the fifth Show Me the Money race of the year at Montgomery Motor Speedway in Catoma, Ala., despite the fact that hauler driver Jacky Wade was in an accident on Interstate 85 en route to the track.

"There really wasn't much of a groove anywhere."

- Trevor Sanborn, who finished second in the first-ever PASS North race at Spud Speedway in Caribou, Maine. Sanborn was among many in the field who had never competed at the quarter-mile.

"He got himself. He talked too loud about it to too many people."

- Josh St. Clair, on flagged winner Darren Ripley at the Center of Speed special at Wiscasset, Maine. Ripley was disqualified for a wheel-width violation, and St. Clair inherited the victory.

"I'm hoping that all this racing around that I've done gets me an invite early this year, 'cause it'd take a lot of the pressure off. Last year proved there was no given."

- Quinny Welch, on the second annual ACT Invitational at New Hampshire Motor Speedway. A year ago Welch lost the points lead at White Mountain Motorsports Park on the last points night, and champion Stacy Cahoon

In the August 11 LMD:

**Race coverage:**  
The major-event season in outlaw Late Model racing continues with the Kalamazoo Klash; longtime Klash competitor Rick Sexton took the win, and we have more on the frustrations of Trent Hellenga, the satisfaction of Mike Luberda and Billy Shannon, and more. Also, two new 2010 grace the ASA Midwest Tour, a 14-year-old triumphs in the ASA Late Model Series, and another 14-year-old continues his success in the Southeast.

**Features:** One Carolinas driver won't be a champion this year, but he is happy with his season at Myrtle Beach. Plus a veteran Ohio driver finally able to compete close to home, a CRA rookie racing for a deep-rooted team, a charitable team's good day in California, and a third-generation standout in Maine. Also, a story of redemption from New England (and a rare opportunity to feature a driver whose name starts with Q).

received the invitation from ACT to go to Loudon. This year Welch is in the WMMP mix again and won the Aug. 15 Munce's Superior Clash of the Titans at Riverside Speedway, and with ACT's run of repeat winners he hopes he can get a wild-card invitation before the WMMP season ends.

"I saved 'em \$800."

- Cody LeBlanc, the 17-year-old son of Riverside Speedway general manager Jean LeBlanc, on how his family felt about his first career Late Model Sportsman victory Aug. 7.

"I have to keep focused on what I need to do, and hopefully I can finish off the season with some strong runs. Whatever happens, it should make for an exciting points battle."

- Chris Wimmer, who won the ASA Midwest Tour race at Marshfield Motor Speedway and regained the top spot in the standings, just barely, over venerable Wisconsin champion Steve Carlson.

"In the latter stages of races, our stuff seems to get a little bit better."

- Chris Weinkauff, who finished second in two straight ASA Midwest Tour events and has a total of eight extended-distance wins at Golden Sands Speedway, State Park Speedway and Marshfield.

"We ruffled his feathers tonight a little bit. He can be beat, but we have to get it together, and nobody has their stuff together to beat him."

- Benny Gordon, on USARacing Pro Cup Series rival and recent dominator Clay Rogers.

"I guess they were afraid I was going to put a real ass-whoopin' on them again."

- Jason Dietsch, on the SuperPro officials' decision to put him to the rear along with Claude Plante Jr. when they tangled racing for fourth at Angola, Ind. Dietsch had won twice this season and entered Angola with the points lead.

"Promoters go to a tap-out rule so they don't have to make a call."

- Dave Bice, on the rule used in SuperPro, many outlaw-bodied Late Model tracks, and some other organizations. If a multi-car incident brings out a caution, then one driver could admit fault, tap on his roof, and go to the back of the field. If no one taps, then all drivers involved are usually sent to the rear.

"We stiffened the right front bumper up ... and it came in handy."

- Johnny VanDoorn, who muscled Scott Hantz out of the lead late and went on to win the CRA Super Series race at Toledo, Ohio. VanDoorn had been the recipient of late bumps in the previous CRA race at Anderson, Ind.

"My eyes were wide. I had a taste in my mouth for it."

- Mike Lubberda Jr., who was running fourth during the lap-100 halfway break of the Kalamazoo Klash. Kalamazoo Speedway officials had leader Trent Hellenga roll a die for an inversion, but it came up three, to Lubberda's chagrin.

"They have been running real good with Jonathan and they had got their first win. So it was good for their team to help them with pit strategy and to help get them set up to win these long races in the future with Jonathan at the wheel. And who knows ... anytime Jonathan has to go to a wedding, I'll

gladly accept the ride."

- Cassius Clark, who won the Atlantic Cat 250 CarQuest Pro Stock Tour special at Scotia Speedworld in Halifax, N.S. Clark, from Maine, was filling in for Maritime Canadian Jonathan Hicken, who was the best man at a friend's wedding.

"When you are goign two or three or five laps at a time, you just couldn't get into a rhythm."

- Atlantic Cat 250 runner-up Shawn Tucker. The race contained 21 cautions.

"My bad luck color is orange. Two weeks ago after we won for the first time this year, a guy in our shop put an orange Gatorade on the car, and I yelled, 'What are you doing?' Then the guy who owns the other car in our shop left an orange tape measure on the back of my car. I threw it across the shop."

- Paul Pelletier, who won the Butch Giles Memorial race at Flat Rock, Mich., for his first extended-distance win. Pelletier has campaigned green cars for years, and green is a taboo color among many superstitious racers.

"I guess winning the championship by five points is as good as winning it by 100."

- Mike Root, the newly-crowned champion of the ARCA Allegiant Air Gold Cup miniseries between Flat Rock Speedway and Toledo Speedway.

"Dick's wife Jackie said that the team would continue to operate."

- Scott Hantz, whose car owner Dick Poe passed away in July after a long battle with cancer.

"I counted six complete restarts and a red flag. They probably tore up \$100,000 worth of equipment for no reason. All everybody has to do is give and take a little and go."

- Harold Fair Jr., who finished third in the marathon Main Event Racing Series show at Shady Bowl Speedway in DeGraff, Ohio.

"They're big, heavy sleds that make a lot of noise and don't go anywhere."

- Brian Campbell, on ARCA cars at Berlin Raceway in Marne, Mich. Campbell set fast time at his home track in his second-ever ARCA start. He said that by the end of the 200-lap race, the ARCA cars were turning laps near 19 seconds, which was comparable to the qualifying times of the four-cylinder cars. Campbell is used to outlaw Late Models, and the fast time for that class over the weekend was Johnny Benson's 15.203.

"We've only been on the ACT tour for a couple years. Not to many people know us. We just tried to have fun."

- Mark Hayward, who won the July 30 ACT event at his home track, Twin State Speedway in Claremont, N.H.

"When I look back at this day, I'm gonna say it was a foggy day from start to finish."

- A.J. Frank, who finished second to Clay Rogers in the fog-shortened USARacing Pro Cup Series event at Iowa Speedway. Frank struggled throughout most of practice.

"We always think that's what they

would've wanted us to do ... continue on with the show."

- Ron Wimmer, owner of State Park Speedway in Wausau, Wis. SPS held the Larry Detjens Memorial July 29, a few days after he lost his house in a fire.

"That deal stirred up a lot of drama. Shane Mitchell promised me the wall the next time we race together. He was fuming, and a bunch of people there jumped on his side."

- Gary Lewis, who won the Coors Light Montana 200 at Raceway Park in Kalispell for the fourth straight year. This time he had a collision with fellow front-row starter Mitchell and kept his damaged car in contention until the halfway break, where his crew's repair job was good enough to get Lewis to the front.

"Being in the winner's circle looking over his car was quite a shock."

- Montana 200 runner-up Jason Fraser, looking at Lewis' winning car.

"I never went to a race during my time away. Then I went one time and got hooked again."

- Montana 200 sixth-place finisher Chris Hart, who had been away from 2004-09 until coming back at last year's Fall Classic in Yakima, Wash.

"We had a good car. It was just one of them nights where we seemed to be hitting a lot more stuff than we're supposed to."

- Scott Brandt, crew chief for Montana star Mark Owens. Owens was sent to the back of the field four times over the course of 200 laps for various incidents.

"For \$8,000 to finish second, with anyone else up there, I probably would've taken it a little bit easier."

- Alex Lessor, who likely had the fastest car late in the Montana 200 but spun trying to take the lead from Lewis.

"Her dad was kinda urging her the wrong way. It's no secret."

- Gary Estes, car owner and mentor for second-year Late Model Sportsman driver Sloan Henderson of Franklin, Ohio. Henderson recently became the first female to win a feature in the 62-year history of Columbus Motor Speedway.

"I'm gonna send Carl Edwards a gift certificate."

- Maine driver Shane Green, after racing and getting roughed up by Brad Keselowski in the TD Bank 250 at Oxford Plains Speedway. Keselowski was this year's NASCAR guest but he didn't make many friends.

"Everybody's searching for that speed that's never gonna be there."

- Mitch Green, an owner of Maine chassis builder Race Basics, on the Oxford 250 since the race was changed from a Pro Stock/Super Late Model event to one with crate-engine Late Model Sportsman rules.

"I think there were more spotters than fans."

- Griffin McGrath, who won the ASA Late Model Series event at the Milwaukee Mile in West Allis, Wis., on the lack of promotion for the event.

"Griffin was heads over all of us. We were just fortunate to drive up there and finish second to him."

- Milwaukee runner-up Brian Campbell.

"We race pretty well together. We race hard, but there's no bad blood. Once in a while we get together, like anybody does."

- Michigan star Terry Senneker, on competing with his TAG Racing teammate Steve Needles. They had a couple of moments of contact earlier this season. They're 1-2 in the points in the new Great Lakes Outlaw Late Model Series.

"He's a good drinker, so he fits right in."

- Steve Holzhausen, on local truck driver Dave Korntved, a new sponsor that car owner Pete Kempf picked up before the Red, White & Blue State Championship race at Wisconsin International Raceway in Kaukauna, Wis., which Holzhausen won.

"When they did that - added the Big 8 - I was jumping up and down."

- Jon Reynolds Jr., who races Limited Late Models on Sundays at Slinger Super Speedway and also chases points in the BRP Big 8 Limited Late Model Series. Reynolds won the Big 8 race at Slinger, Wis.; it was the first time for the touring circuit at Slinger.

"Seconds and thirds lately aren't too bad. It's just that after you win five in a row, you don't want to get off that pace. It was good to get back on track, and hopefully we can get a bunch more wins now before the year's over."

- Florida star Tim Russell, whose July 17 win at Auburndale Speedway was his seventh of the year around the state.

"He wouldn't be here. He'd get his ass whooped if he came."

- Roy Dies of Aluminum Racing Products in Greenbrier, Tenn., on rumors of Nashville mayor Karl Dean attending a race at Nashville Fairgrounds Speedway. Dean has been the most vocal and active in his efforts to close the track and the Fairgrounds to have the property redeveloped. In two 2010 racing events at the Fairgrounds, the crowds have been larger than they have for any Nashville event in almost 10 years.

"I can't stress it enough that we are not closing. If a buyer is not secured, then we will cut back our schedule slightly, but we are not closing."

- Martin Pierce, owner of Huntsville Speedway in Alabama since 2005.

"At our opener this year I disclosed that I would be listing the racetrack for sale. I explained my reasons for doing so were to fulfill my estate plan. I stated that the price I have put on the track is significant enough that I do not think it will sell quickly; it will probably take years to sell. I intend to make improvements to the track on an ongoing basis. The racers and fans can be assured that racing at Madison International Speedway will continue and improve. When and if it is sold, it will be sold to someone that has the same passion for racing and for the

speedway that I do."

- Terry Kunes, who owns the MIS half-mile in Oregon, Wis. Kunes turned 73 last December.

"How does the third-place car get to the lead on a yellow?"

- Dennis Prunty, who finished second to Lowell Bennett in the Miller Lite Nationals at Slinger Super Speedway. Prunty was second to Kyle Busch and next to him for a double-file restart with nine laps left. When Busch went out with a cut tire, officials moved third-place Lowell Bennett up to the inside front row spot for the restart.

"Father Dale Grubba was here tonight and he's got the holy water. I told him to make sure you put that on both valve covers because I need all I can get. I think we were really blessed tonight."

- Bennett, who won the Nationals main event for the record fifth time in his career.

"A couple years ago we were thrilled with a top-five. Now we're angry that we finished fourth. I guess that shows how far our program's come."

- Terry VanHaitsma, who leads the points at Berlin Raceway in Marne, Mich.

"The little (suckers) ... they took every bit of our money."

- Jim Galloway, car owner for rookie Justin Stephens, on the Bozell family at the Freedom 100 at Galesburg Speedway in Charleston, Mich. Andy Bozell won the feature, his brother Jeff finished second, his son Phil Bozell placed third, and Andy and Jeff's father Gordy won the 50/50 drawing in the stands.

"I call Jack the Chad Knaus of Late Model racing. I told him, 'I always thought you were cheating before; you were that good.' "

- Jason Dietsch, who won the SuperPro Late Model Series race July 10 at Baer Field Speedway in Fort Wayne, Ind., with Jack Landis as his crew chief.

"Greg Marlowe and my team are telling me it's part of racing."

- Brennan Poole, who won the UARA event at Lonesome Pine Raceway in Coeburn, Va., taking the lead late after contact with leader Coleman Pressley.

"I don't know if I can handle any more. Between the two of 'em, they're keeping me pretty busy, plus I can't have two or three racing against each other."

- B.J. Mackey, who serves as the crew chief for UARA rookie Ronnie Bassett Jr., who finished second at LPR, and also does setup work for inaugural Southeast Limited Late Model Series race winner Ryan Glenski.

"It's good to see him able to run the whole race."

- Bill Bonsignore, father of PASS South driver Kyle Bonsignore. Kyle made his fourth career start in the series July 2 at Greenville-Pickens Speedway in Easley, S.C., and finished third.

"I've probably got the smallest trailer on pit road, but the nicest car rolls out of it."

- Jody Lavender, who finished fifth at Greenville. Lavender owns Custom Race Chassis, a relatively-new company, and pilots the CRC house car.

"John Dillon came out and showed us how dumb we looked last time, and he's got the same shock setup as we do."

- John Newhouse, the CarbonX Rocky Mountain Challenge Series points leader, on competing at one of the tour's home tracks, Magic Valley Speedway in Twin Falls, Idaho.

"It's been sitting off in the corner of the shop from the NASCAR All-Star Showdown weekend back in the winter. It seemed to run real well, and we can't wait to get it back out here again if this is the kind of results it has in it."

- Jared Vorse, who won the ARCA West-sanctioned Firecracker 150 race at Montana Raceway Park.

"There weren't two finer people. They really loved this place. they put their heart and soul into the racing, and it's pretty cool to win this race."

- Eddie Hoffman, on Harry and Signe Molenaar who founded Illiana Motor Speedway in Schererville, Ind. Hoffman won the Molenaar Memorial race July 3.

"I know how to build the cars and stuff, but I didn't know as a driver if I was ready for it."

- Josh Slade, who works as a chassis builder at Perfect Circle Racecars in Michigan, but is a rookie in driving outlaw-bodied Late Models.

"It won't be long before we see him down south."

- Two-time NASCAR Cup champion Tony Stewart, on Ross Kenseth, son of 2003 Cup champion Matt Kenseth. Ross finished third in the Swiss Colony All-Star Challenge at Madison International Speedway, which was the first time that he has competed against Stewart.

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