

# Track Talk



September 12, 2010

## Shirley Honours Dad

Western Elite driver Dan Shirley said it just felt right to be on the track tonight and he felt his dad was in the car with him, helping him pilot the Coop Gasoline Grand Prix to victory in the Mid West Combustion sponsored feature race. Saturday night was the first race for the Western Elite StockCar Tour since Mike Shirley passed away earlier this summer.

Dan hinted at his possible retirement from racing, "If this is my last race, it is very fitting and I am very glad to have won this race honouring my dad." Dan has been only a part-time racer this year as his son's carting schedule has taken the family across western Canada.

After timing in third fastest in qualifying behind Nathan Weenk and Jason Hankewich, Dan Shirley also came up second best in the Western Elite Heat A as he followed Nathan Weenk across the finish line. Nicholas Jewel was third.

Dan Shirley found his groove in Heat B, beating Scott Kessler and Nathan Weenk to the finish line



*Bob Shirley presents brother Dan with the first place trophy from the Mid West Combustion Western Elite Feature*



*Tom Shirley talks with Todd Jalbert before handing an envelope of Auto Clearing Motor Speedway bonds to SSCRA President, Trent Seidel. The bonds were purchased by Mike Shirley and the Shirley family has decided to relieve the SSCRA of its obligation to cash in the bonds*

and setting up a challenging start to the feature.

The Heat B finish put Shirley and Weenk on the second last row for the Mid West Combustion sponsored feature race. Jason Hankewich, who came into the night leading the points chase was not having a good night, but would be starting the feature from the outside pole position.

Hankewich took off from the drop of the green flag and led the first 30 laps. Meanwhile, Weenk and Shirley were working their way up through the field. Weenk slipped by Jason in lap 32 to take over the lead.

A few laps later Dan Shirley settled in behind Weenk for the next 20 or so laps. Shirley moved around Weenk as they came out of a caution in lap 49 and led the rest of the way to the checkered flag.

Nathan Weenk, who picked up his first championship, was second and Jason Hankewich was third. Scott Kessler was fourth and Adam Yelland, driving in only his second WEST race finished in fifth.

## Nathan Weenk Western Elite Champion

The Western Elite StockCar Tour has only its second champion since its inception in 2007. Its first three years of operation saw Dan Shirley emerge as the series champion each year. 2010 would be different.

The Western Elite StockCar Tour grew out of an idea with the Saskatoon Stock Car Racing Association. When the former CASCAR was taken over by NASCAR in the fall of 2006, it was quickly apparent only the eastern based Super Series would survive and grow into the NASCAR Canadian Tire Series. Support would be discontinued for the Western Series and the Sportsman series, which ran in Saskatoon.

Meetings were arranged in early 2007, where plans were laid out to continue running a Sportsman class as a division of the SSCRA. It didn't take long though for drivers from the old Western Series (who made stops in Saskatoon) to notice and ask "What about us?" Only Vernon seemed to be making plans to accommodate the orphaned CASCAR cars.

Following a weekend of meetings in Edmonton, the SSCRA announced the formation of the Western Elite StockCar Tour. In 2007 they would run as a touring series available across the west and as a local division for those that didn't want to travel. The 'tour' part never caught on as only Calgary signed on for a WEST race in 2007. Additionally, they ran four dates at Auto Clearing Motor Speedway and then four more dates as a local division.

It was quickly realized too many races were being run and there was more interest in the larger 'tour' group (decent prize purse) than the local division. The local division was dropped in 2008, though the group has still only managed to sign one outside race each year.

A rivalry quickly grew in 2007 between Dan Shirley and Todd Nichol. At the end of the year, Dan would be crowned the first WEST champion by only four points over Nichol. Shirley continued as champion, winning the 2008 and 2009 seasons as well.

Coming into the final night for the 2010 WEST season, Jason Hankewich held an eight point lead over Nathan Weenk. A restructuring of the points for 2010 meant eight points was huge. Not only would Weenk have to work to win the season, Hankewich would have to lose the season.

The WEST night started off with qualifying and Weenk would time in quickest at 15.197 seconds. Hankewich was second at 15.296 seconds and Dan Shirley was third at 15.333 seconds. Weenk has two of the points he needed.

Things went from bad to worse in the first heat for Jason. Maybe he was trying too hard.

Having started at the back outside Weenk, Hankewich had worked up to mid-pack when he tangled with Adam Yelland in lap seven, moving him back again for the restart.

Weenk took over the race lead from Scott Kessler in lap ten when Jason just lost it in sixth position and hit the



*Tony Soar presents the Express Foods Cup to Nathan Weenk and his crew*

front wall. Jason got his car rolling again, but there was an apparent fire under the car, which brought his car into the pits on the tow truck. Weenk would go on to win the first Heat, with Dan Shirley second and Nicholas Jewel in third. Hankewich didn't make it back out and had to settle for ninth. 13 more points and the lead for Weenk.

When the WEST cars hit the track for their second heat race, it was quickly clear Hankewich's car had suffered more damage than he had realized. Right from lap one he was running 8 or 9 10ths slower than the leaders. He wasn't going to redeem himself and reclaim his points lead this race.

In the end, Dan Shirley won the race with Scott Kessler second and Nathan Weenk in third. Hankewich was eighth. Seven more points for Weenk.

Going into the final race of the year for the Western Elite StockCar Tour, the Mid West Combustion 75 in memory of Mike Shirley, it was mathematically possible for Jason to overtake Nathan, but unlikely. Jason would have to win the race (20 points), plus take bonus points for leading a lap and leading the most laps (one plus two points), and the most Nathan could get was eight points (eighth place). Seventh place would leave them in a tie.

Hankewich did have one thing in his favour... he was starting on outside pole.

Jason took off from the drop of the green flag and led the first 31 caution free laps before Nathan would catch him and pass for the lead. Nathan would lead through a lap 43 caution and until Dan Shirley got by him in lap 48. A caution came out right away though and the last lap reversion rule put Weenk back at the front.

That didn't bother Dan though as he pulled away on the double file restart and led the field the rest of the way home. Dan won the race, but Nathan had the season.

Final standings have Nathan Weenk in first at 340 points. Jason Hankewich was second at 326. Scott Kessler had a great season as well, finishing up in third spot at 283 points.

## Two in a Row for Ross

Ken Ross cruised to victory three times Saturday night and his second SKL Trailer Pro Truck division championship with his Grace Beyer RE/Max Toyota Tundra.

Coming into the night with a 26 point lead over rookie Scott Lucas, we had another division where the championship was Ross's to lose. But, we've seen anything is possible in the pro truck division.

The night started off with Ken Ross and Rick Kucher trying for a new track record. Drivers can apply a week in advance to be added to the schedule for a track record attempt. They are given two chances to beat the record through a two lap green-white-checked sequence. The current record was 16.746 seconds, set by Ken Ross on July 10, 2009

Rick Kucher was first up. His first lap came up at 16.681 seconds, a new record. His second lap shaved a bit off that at 16.610 seconds. It was now Ken Ross's turn. He would have to beat Kucher's time to set and continue to hold the record.

Ken's first lap was 16.636 seconds, enough to beat his old record, but not Kucher's new record.

Ken's second lap was a little slower at 16.772 seconds. Ken was out of the track record running, unless Kucher's truck failed tech inspection.

No go though as head tech inspector Doug Giordano and Assistant Competition Director Cliff Yelland gave a thumbs up on Kucher's inspection.

It was time to race.

Rick Kucher may have bested Ken Ross in the track record runs, but there was no stopping Ken in the racing. Like Kucher did two weeks ago, Ken Ross scored a hat-trick, winning the heat, the qualifier and the SKL Trailer feature. In the end there really wasn't even a challenge to his championship title.

Rick Kucher was second in both the heat and the qualifier and third in the feature. Scott Lucas was third in the heat, while Tony Mikulcik was third in the qualifier and second in the feature.

At the end of the day Ken Ross went away hanging onto his SKL Trailer Pro Truck championship title with 742 points. Rookie Scott Lucas was second at 705 points and another rookie, 20 year old Rylan Utigard was third at 590 points.

## Stefaniuk couldn't be beat! Or, could he?

Similar to the pro trucks, Barry Stefaniuk came into the night with only a 17 point lead in the Cooper Tire thunder stock division. He and Mickey Pogoda had been battling all season for the points lead. A couple of weeks ago Mike Rea came into the picture and started a sea-saw battle for second with Mickey.

Like the pro trucks, Mickey and Barry were going up against each other in a fight for the track record title, held by Jack Friesen for the last year at 17.578 seconds.

Mickey was first up in the green-white-checker run. Mickey's first run was 17.573, shaving 5/1000ths off the record. Her second time obliterated the record at 17.422 seconds. Could Barry beat her new record time?

Barry's first lap came in at 17.556 seconds, enough to beat Jack's time, but not Mickey's. His second lap was 17.608 seconds, slightly slower. It was now time to wait in tech lane for a thumbs up or down on Mickey's car. Cliff and Doug once again had a thumbs up for the faster car and Mickey would now carry the track record title at least through the winter at 17.422 seconds.

Mickey continued her winning, taking checkered flags in both the heat and qualifier races. Barry stayed close enough to not get nervous about his championship, finishing second in the heat and third in the qualifier. Tristan Ransom was third in the heat after Mike Rea ran into a little trouble called a bumper. Mike redeemed himself with a second place finish in the qualifier.

Mickey was inching her way up on Barry, but it wouldn't be enough. Starting the night with 17 points between them, she closed that to 14 going into the feature. But, as long as Barry started the feature there was not enough cars for Mickey to gain the 15 points needed. It was going to be a repeat for Barry as well.

The Cooper Tire Feature finished with Barry Stefaniuk in first, Mickey Pogoda in second and Mike Rea in third. Coincidentally the season ended the same way, with Barry Stefaniuk first at 778 points, Mickey Pogoda second at 761 points and Mike Rea in third at 756 points.

Honourable mention of the night has to go to Mike Schroeder and Kevin MacLaggin, both unregistered cars. Right from the first green flag fans saw Mike was there for one reason, to spin out cars. Officials made it clear at the start of the night though not to interfere with the points leaders. If something happened between them, that was fine, but the visiting cars were to leave them alone.

Schroeder spun MacLaggin out a couple of times, then he became afraid to go near Schroeder. Fans heckled as MacLaggin went to great pains to stay behind Schroeder, even as Schroeder slowed to a crawl.

MacLaggin did strike once, spinning Schroeder near the end of the feature and the chase was on, but Schroeder couldn't catch MacLaggin for payback.

Schroeder and MacLaggin have known each other for years, racing on dirt tracks around the province.

# Claimers Returning?

Described as the salvation of racing in the 1970's, the SSCRA Executive announced Saturday it is looking at bringing back the Claimer Car class in 2011 as a means of bringing back affordable racing to attract new teams.

Very limited in what you can do with a car, these are mid-sized cars with six cylinder engines with a roll hoop added. The interior, except the driver's seat, is ripped out and a four-point seat belt is added. Everything else must remain stock.

There's a built in control point to the rules... any car can be bought (claimed) by anyone before the end of the race night. The only stipulation is

the car must be raced by the new owner the next night the claimers are on the schedule.

The rules, including the claim price are still being worked on, but preliminary suggestions are \$800.00. A driver's suit and decent helmet will double that, but that's pretty cheap to get into racing.

Four sample cars were out on Saturday night and put through their paces in seven, six and five minute races. A race with four cars sounds pretty boring, but the drivers knew how to entertain and quickly won the approval of the fans.

Fans could tell early on that Mike Schroeder was the target of the first

race. Fans applauded each spin and found it pretty humorous when Shawn Hill hid around the corner at the back gate and tried to surprise the others by springing out at them.

He was a little late though, by say, almost a quarter lap as the six cylinder just doesn't quite have the jamb of the eight cylinders he's used to.

Watch the Auto Clearing Motor Speedway website over the winter for more information and probably some planning meetings. If interested, you can contact Mike Schroeder or Shawn Hill, who are coordinating the division.



Looking for lap times?  
All lap times are available  
online at:  
[www.acmstiming.ca](http://www.acmstiming.ca)

Contact the Saskatoon Stock Car Racing Association

By email:

[info@autoclearingmotorspeedway.ca](mailto:info@autoclearingmotorspeedway.ca)

By postal mail:

P.O Box 169 Saskatoon, SK S7K 3K4

By Phone: (306) 956-3225

Website: [www.autoclearingmotorspeedway.ca](http://www.autoclearingmotorspeedway.ca)

# September 11, 2010 Results



## Heat Race

1. #49 Mickey Pogoda
2. #81 Barry Stefaniuk
3. #7 Tristan Ransom
4. #56 Kevin MacLaggin
5. #71 Dallas Andrew
6. #18 Mike Rea
7. #83 Karmen Parks
8. #17 Curtis Moore
9. #9 Mike Schroeder

## Qualifier Race

1. #49 Mickey Pogoda
2. #18 Mike Rea
3. #81 Barry Stefaniuk
4. #7 Tristan Ransom
5. #17 Curtis Moore
6. #83 Karmen Parks
7. #56 Kevin MacLaggin
8. #71 Dallas Andrew
9. #9 Mike Schroeder

## Feature Race

1. #81 Barry Stefaniuk
2. #49 Mickey Pogoda
3. #18 Mike Rea
4. #56 Kevin MacLaggin
5. #9 Mike Schroeder
6. #71 Dallas Andrew
7. #7 Tristan Ransom
8. #17 Curtis Moore
9. #83 Karmen Parks



## Heat Race

1. #67 Ken Ross
2. #38 Rick Kucher
3. #27 Scott Lucas
4. #9 Tony Mikulcik
5. #14 Wade Wohlford
6. #19 Rylan Utigard
7. #8 Andrew Clewes
8. #18 Bill Zubrecki
9. #49 Shantel Firth
10. #1 Debra Newnham

## Qualifier Race

1. #67 Ken Ross
2. #38 Rick Kucher
3. #9 Tony Mikulcik
4. #27 Scott Lucas
5. #14 Wade Wohlford
6. #8 Andrew Clewes
7. #19 Rylan Utigard
8. #18 Bill Zubrecki
9. #49 Shantel Firth
10. #1 Debra Newnham

## Feature Race

1. #67 Ken Ross
2. #9 Tony Mikulcik
3. #38 Rick Kucher
4. #27 Scott Lucas
5. #14 Wade Wohlford
6. #19 Rylan Utigard
7. #8 Andrew Clewes
8. #18 Bill Zubrecki
9. #1 Debra Newnham
10. #49 Shantel Firth

## Yelland DQ Overturned

Last week Budget Car and Truck Rental street stock driver Adam Yelland found his Golden Mobility Camaro disqualified for failing post race tech when tech officials found a second cooling fan for the radiator. Competition Director Cliff Pompu overturned the DQ this week when it was found he had approved the use of a second cooling fan in the street stock division in the fall of 2009. Adam was reinstated to his 10th place finish, with fifth place local points.

In fact, the finish of last week's street stock race was reviewed and the finishing order modified from what was reported here.

The method for determining the finish order didn't change. Officials used what would have been the line up had the race gone back to green flag racing.

The review showed the #17 of Adam Yelland involved in in the last lap crash, something that wasn't caught before. That moved him from 3rd to 10th. There was also some minor adjustments to the finish order for the cars involved in the crash, taking into account their order of involvement.

**Complete Results and Points Standings: [http://speednetdirect.com/results.php?track\\_id=8311](http://speednetdirect.com/results.php?track_id=8311)**

## September 11, 2010 Results Continued



### Western Elite StockCar Tour Qualifying

Pos.	No.	Name	Time
1.	48	Nathan Weenk	15.197
2.	94	Jason Hankewich	15.296
3.	46	Dan Shirley	15.333
4.	51	Nicholas Jewel	15.444
5.	4	Adam Yelland	15.454
6.	53	Scott Kessler	15.538
7.	04	Tim Kammer	15.553
8.	77	Cal Vance	16.208
9.	26	John Rees	15.893
10.	49	Ben Busch	15.913

### Heat A

- #48 Nathan Weenk
- #46 Dan Shirley
- #51 Nicholas Jewel
- #4 Adam Yelland
- #53 Scott Kessler
- #49 Ben Busch
- #04 Tim Kammer
- #26 John Rees
- #94 Jason Hankewich
- #77 Cal Vance

### Mid West Combustion 75

- #46 Dan Shirley
- #48 Nathan Weenk
- #94 Jason Hankewich
- #53 Scott Kessler
- #4 Adam Yelland
- #49 Ben Busch
- #77 Cal Vance
- #51 Nicholas Jewel
- #26 John Rees
- #04 Tim Kammer

### Heat B

- #46 Dan Shirley
- #53 Scott Kessler
- #48 Nathan Weenk
- #4 Adam Yelland
- #04 Tim Kammer
- #49 Ben Busch
- #51 Nicholas Jewel
- #94 Jason Hankewich
- #26 John Rees
- #77 Cal Vance



Don't forget we're starting early next Saturday. With over 500 laps of racing scheduled we need to get started at 5:00pm in order to be finished by 10pm.

Front gates open at 3:30pm

# Auto Clearing Motor Speedway Points Standings as of September 12, 2010



1. #4 Todd Jalbert	688
2. #41 Jim Barnsley	633
3. #62 Kenny Heintz	626
4. #7 Darnell Schick	611
5. #77 Frank Vangool	602
6. #1 Scott Barrand	557
7. #2 Colin Puttick	468
8. #11 Alex Heintz	346
9. #82 Jonathan Neufeld	332
10. #00 Curtis Regush	283
11. #69 Kim Regier	222
12. #65 Brett Ross	203
13. #88 Allison Nagorski	103
14. #17 Kale Thiessen	7
15. #23 Hayley Lovenuk	6
16. #28 Brennen Forseille	6
17. #43 Cody Roders	3
18. #8 Scott Hartshorn	3
19. #42 David Krushelniski	3
20. #13 Mike Leather	3



1. #48 Nathan Weenk	340
2. #94 Jason Hankewich	326
3. #53 Scott Kessler	283
4. #46 Dan Shirley	244
5. #04 Tim Kammer	214
6. #51 Nicholas Jewel	200
7. #41 Travis Deforest	180
8. #26 John Rees	117
9. #77 Cal Vance	90
10. #4 Adam Yelland	65
11. #49 Ben Busch	59
12. #13 Shawn Hill	37



1. #24 Larry Cramer	714
2. #33 Jamie McClennon	712
3. #20 Neil Fitzgerald	694
4. #48 Dan Saunders	650
5. #41 Len Zimmer	630
6. #99 Doug Fischer	624
7. #79 Gary Miller	618
8. #57 Stan Skinner	614
9. #2 Brian Sparks	612
10. #13 Gary Sarnecki	598
11. #44 Dean Braham	574
12. #07 Dean Cunningham	518
13. #74 Wade Lee	452
14. #88 Conner Mills	450
15. #43 Terry Kovacs	402
16. #00 Kevin McLean	386
17. #18 Ron Elder Jr.	284



1. #34 Mike Schroeder	643
2. #19 Aaron Anderson	617
3. #17 Adam Yelland	574
4. #15 Todd Pluhator	556
5. #36 Darryl Potts	539
6. #88 Brad Wrennick	507
7. #13 Jordan Hill	487
8. #44 Craig Katelnikoff	352
9. #3 Mike Eby	344
10. #87 Tristan Saunders	301
11. #8 Kyle Roy	74
12. #71 Trevor Freemantle	10
13. #99 Cory Kallis	9
14. #12 Colin Olfert	6
15. #93 Harold Edwards	6
16. #28 Brennen Forseille	5
17. #80 Clint Whyte	3
18. #90 Brett Clampitt	3
19. #53 Lloyd Joyes	3
20. #98 Bryan Johnson	3
21. #432 Eric McIntosh	3
22. #22 Barry Ratts	3
23. #66 Wayne Osborne	3
24. #43 Kevin McGlaggin	3
25. #77 Shane James	3
26. #21 Cassandra Walker	3



1. #77 Greg Vangool	304
2. #70 Trent Seidel	286
3. #14 Glen Hertzke	285
4. #55 Jim Gaunt	284
5. #38 Dave Bone	238
6. #44 Trevor Hannay	215
7. #88 Jason Gervais	185
8. #39 Christoph Ludlage	180
9. #09 Doug Bienia	133
10. #20 Ken Campbell	123
11. #56 Howard Crossman	113
12. #41 Kevin McMillan	3
13. #24 Cameron Hayley	2

1. #17 Trevor Emond	340
2. #77 Greg Vangool	310
3. #70 Trent Seidel	306
4. #38 Dave Bone	287
5. #14 Glen Hertzke	280
6. #5 Jeff Reimer	276
7. #69 PJ Kondra	262
8. #39 Christoph Ludlage	237
9. #56 Howard Crossman	237
10. #47 Chris Campbell	234
11. #55 Jim Gaunt	219
12. #44 Trevor Hannay	189
13. #79 Darrel Vallie	185



1. #67 Ken Ross	742
2. #27 Scott Lucas	705
3. #19 Rylan Utigard	590
4. #38 Rick Kucher	549
5. #18 Bill Zubrecki	541
6. #14 Wade Wohlford	523
7. #49 Shantel Firth	510
8. #01 Alex Leschenko	497
9. #33 Scott Williams	494
10. #8 Andrew Clewes	482
11. #9 Tony Mikulcik	474
12. #1 Debra Newnham	425
13. #93 Neil Schneider	188
14. #99 Cory Kallis	3



1. #81 Barry Stefaniuk	778
2. #49 Mickey Pogoda	761
3. #18 Mike Rea	756
4. #7 Tristan Ransom	658
5. #83 Carmen Parks	517
6. #12 Ryan Lange	412
7. #22 Ryan Fredrickson	357
8. #99 Jason Doell	260
9. #71 Dallas Andrew	15
10. #56 Kevin MacLaggin	12
11. #17 Curtis Moore	9
12. #23 Kevin Nixey	9
13. #24 Gary Ejack	7
14. #94 Layton Senger	6
15. #22x Bill & Doug Rea	6
16. #47 Calvin Heilman	6
17. #9 Sarah Pogoda	6
18. #31 Cliff Yelland	4
19. #03 Curtis Huben	3
20. #4 Chris Clements	3
21. #9 Mike Schroeder	3
22. #49x Cory Kallis	2



14. #20 Ken Campbell	173
15. #00 Tony Lambert	170
16. #88 Jason Gervais	163
17. #6 Chris Skelton	148
18. #55x Gary Lister	124
19. #09 Doug Bienia	123
20. #38x Jon Teppin	96
21. #28 Devin Kopeck	79
22. #07 Greg Moir	51
23. #11 Darryl Steele	51
24. #23 Craig Melnyk	50
25. #31 Cody Schable	49

OVER 500 LAPS OF  
ACTION PACKED  
RACING



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or  
in advance at



# AUTO CLEARING MOTOR SPEEDWAY

Saturday, Sept. 18, 2010

Gates open at 3:30pm, First Green Flag at 5:05pm

