

# Track Talk



August 21, 2010

## Houben Takes Fredrickson Memorial

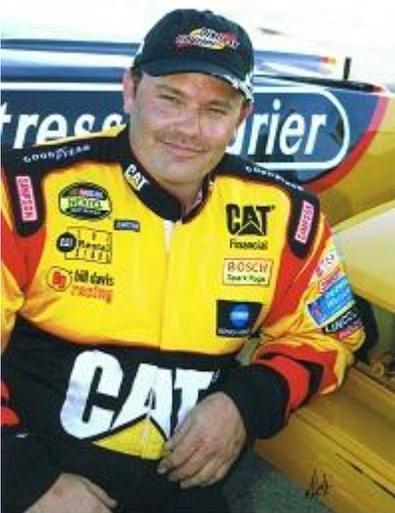
It was Friday night racing at its best at Auto Clearing Motor Speedway as Kurtis Houben took home the Rick Fredrickson memorial trophy in the Cooper Tire thunder stock feature. Some extra cars from other tracks made the race challenging from the green flag for Houben.

Houben had a clean night, sweeping all three thunder stock races in Barry Stefaniuk's car and putting a few more points between Barry, Mike Rea and Mickey Pogoda. With a third place finish in the feature, Pogoda has dropped to third in the championship points standings.

Rick Fredrickson was a long time race fan and driver in the thunder stock division. Rick was killed in a highway traffic accident three years ago, in August 2007.



*Left to Right, Mickey Pogoda, Mike Rea, Ryan Fredrickson, Carol Fredrickson, Kurtis Houben, Barb Fredrickson*



*Rick Fredrickson*

In 2008, Rick's nephew Ryan took over the driving duties of Rick's race car.

At 15 years old, he was the youngest driver in the Cooper Tire thunder stock division, though one year older than Rick was when he started racing.

Starting the 2010 Fredrickson memorial race in the pole position, Ryan led the first lap before being overtaken by Mike Rea. Rea led the next couple of laps before Houben took over the lead.

Houben was caught sleeping during a caution in lap 9. Coming out of corner four, flagman Craig Mykytyshyn went straight to green flag without warning. Mike Rea charged ahead and took over the lead from Houben.

That didn't last long though as Houben took the lead back in lap 11 and led the rest of the way to the checkered flag in the 30 lap feature. Mike Rea was second with Mickey Pogoda taking up third.

Ryan Fredrickson, who has been coming on strong hung on for a fifth place finish.

As mentioned, Kurtis Houben had a perfect night in Barry Stefaniuk's car, winning the heat, the qualifier and finally the feature. Mickey Pogoda was second in the heat race with Mike Rea in third.

In the qualifier, Ryan Fredrickson was second, his best finish I can remember and Kevin Nixey was third. Mike Rea occupied the fourth spot. Mickey Pogoda was way down in ninth place in the qualifier.

Barry Stefaniuk got a good jump in the points chase, now leading Mike Rea by 10. Mickey Pogoda sits in third at 609 points, two back of Mike Rea.

There's two more Cooper Tire thunder stock race nights left, so Barry can't coast yet. My guess, with the way Mike Rea and Mickey Pogoda have been coming on, Stefaniuk has a lot of hard pedalling yet, right up to the final checkered flag on September 11 in the Cooper Tire thunder stock points final.

## Heartbreak in Mini Stocks

17 year old Kenny Heintz was having the night of his life. Veteran driver Jim Barnsley showed him how it is done in the first heat race, leaving Kenny to take second place to his win, with Todd Jalbert in third. In the qualifier, it was veteran driver Todd Jalbert's turn to leave Kenny picking up a second to his win, with Jim Barnsley in third.

The Parts Source Mini stock feature is a whole new race and this time it was Heintz's turn to teach the veterans a thing or two. Taking the lead in lap 10, neither Barnsley or Jalbert could catch him as he drove the remaining 15 laps home, taking his first feature race checkered flag of his racing career. Jim Barnsley was second and Jason Wilkie was third in Darnell Schick's car. Todd Jalbert was left in the dust in fourth.

One can only imagine the euphoria that Kenny was feeling. Only his second win and this time a feature race. The excitement showed as he paraded back and fourth in front of fans in his victory lap.

The car is then put through post race tech and now one can only imagine the heart ache Kenny was hit with when his car failed tech inspection and the win taken away.

One of the items on the tech agenda Friday night in the mini stocks was battery location. It was ruled the battery location in his car did not meet the rules. The car was disqualified in the feature and would not be credited with the feature win or points for the feature.

Next up was the second place car of Jim Barnsley. Barnsley's car too was ruled to fail tech inspection, this time because of alterations to the shock absorbers. Barnsley says he added fittings to the body of the shocks to enable him to change the oil in them.

Both Kenny Heintz and Jim Barnsley have indicated they will be filing appeals with the Competition Committee. Under SSCRA rules the appeals must be filed by next Wednesday and a decision rendered before their next race meet on September 4.

## Propane Plus 150 Still Being Felt

The effect's of last week's Dakota Dunes Western Canada Super Late Model Championship Series running of the Propane Plus 150 was still being felt Friday night at Auto Clearing Motor Speedway. Three cars were still missing from the line up as the WSSL Auto Parts super late models took to the track for only their third local race meet of the season.

Still missing was the #20 of Regina's Ken Campbell, though he also missing last week. Christoph Ludlage couldn't get his car finished in time and Howard Crossman is waiting for parts.

Glen Hertzke, Trevor Hannay, Jim Gaunt, Trent Seidel, Greg Vangool and Jason Gervais all spent the week thrashing on their cars fixing damage from last Saturday's race. Most were still making final adjustments and alignments before the first heat race Friday.

Other than a few unpainted body panels and some "racing tape" here and there, you'd never know these cars had been through a war zone only a week ago.

Those who track this stuff (or have

to like me) will recall that Trent Seidel was hit with a technical DQ at the last local race meet on June 11 for a ride height infraction. He had to serve that penalty Friday night by starting the heat race at the back.

Seidel didn't let that bother him though as he wheeled up to third through the 15 laps, getting by everyone except Jim Gaunt who took second and Greg Vangool picking up the first SLM checker of the night. Vangool's car did exceptionally well, considering he was accused of flying without wings only a week ago.

In the qualifier, it was Glen Hertzke's turn to show he can make a crashed up race car go fast. He got to the finish line a half second before Seidel did. Jim Gaunt was third.

I sure nobody would argue with the statement that Jim Gaunt's Sky Financial Mortgage Machine Ford Fusion took the worst of the damage last Saturday. In fact, he was still busy working on a four-wheel alignment before practice on Friday.

He had a smile on his face at the end of the night Friday as he captured the WSSL Auto Parts feature win in a tight

race with Greg Vangool and his 77 Signs Impala. Trent Seidel came up third in his L.A. Weight Loss Centres Impala.

Gaunt jumped into the lead by lap two and led all the way to the finish. Vangool challenged him, but just couldn't get around him.

Fans were kept glued to the edges of their seats as they watched Seidel and Vangool race side by side for eleven laps before Vangool managed to slip in front.

Vangool just didn't have enough left in his car for Jimmy though, as Gaunt picked up his first feature win of the year and second checkered, having won a heat race on August 14.

Next action for the super late models is next Saturday, August 28 as the Dakota Dunes Western Canada Super Late Model Championship Series hits the highway and runs the TCU Financial 150 at King's Park Speedway in Regina.

It should be quite a race as Trevor Emond takes a 30 point lead to Regina, where they are celebrating the 40th anniversary of "Kickin Asphalt" at King's Park Speedway.

## Numbers

There's two very common questions that are asked all the time. The first is "how do the points work?"

The points systems used by the SSCRA are actually quite complicated and are different for the different divisions and series. Thankfully computers do it now.

Let's start with the street tire divisions. Starting in 2010, the **Parts Source Mini Stocks, the Cooper Tire Thunder Stocks, Budget Car and Truck Rental Street Stocks and the SKL Trailer Pro Trucks** are all on the same points grid. We call it a 20/40 grid.

We start the year with time trials, so let's start with those points. In all four divisions, points in time trials are awarded based on one point per car. The slowest car gets one point and each position faster gets one additional point. If there are 12 cars, the fastest car gets 12 points. If there are 15 cars, the fastest gets 15 points.

Next come the heat races, or the heat and qualifier as we call them. In the four street tire divisions, the winner gets 20 points and each position below the winner gets one less point. i.e., 20, 19, 18, 17 and so on. The feature is worth 40 points for the winner and the first 10 positions go down by two points each. 11th position and on go down by one point. i.e., 40, 38, 36, 34, 32, 30, 28, 26, 24, 22, 21, 20 and so on.

If the car count is high enough and we run out of points, the bottom cars all get one point, though we would probably change the points grid before allowing that to happen. That is why the SKL Trailer pro trucks were moved to the higher 20/40 grid in 2010.

On to the local **WSSL Auto Parts Super Late Model division**, which is on a 15/20 points grid. They get the same one point per position for time trials and the same one point per position for their heat and qualifier races, except first place only gets 15 points. The WSSL Auto Part SLM features are worth 20 points to win, with the first five separated by two points, before dropping by one point. i.e., 20, 18, 16, 14, 12, 11, 10, 9 and so on.

One thing that should be mentioned is only cars registered to race at Auto Clearing Motor Speedway are awarded points in the races. We do give non-registered cars a single point in each race only as a place holder in the results and so they will show up in the standings on the Speednet Direct website.

In the mini stocks, pro truck and late models, cars must earn their points. If a local car finishes first, a visiting car second and a local car third, the local cars will get the first and third points they earned.

It's different in the street and thunder stocks who run under an open door policy. As of August 1, cars

registered at another race track can come and race as many times as they want at ACMS.

Prior to August 1, it was the same "earn your points", but under the open door policy, visiting cars are removed from the results and points are awarded based on finishing order relevant to other local cars. This only affects thunder and streets and only races after August 1.

Other things that affect points are DQ's. A black flag DQ is treated as if you weren't even in the race. You get zero points and dropped to the bottom of the results. Car finishing behind you are moved up and earn points based on the higher finish.

For a tech DQ though, or 'failing tech', if the infraction is a weights and/or measurement infraction, you lose your points for that race only. Cars below you don't move up in points though as they didn't earn them.

For other Tech DQ's, like illegal parts, the penalty is much more severe and can include a percentage of points, up to a suspension.

In the **Western Elite StockCar Tour**, points are done quite a bit differently.

Like other divisions, one point per car is available for time trials, plus the fast car gets a bonus point. So, if there is 8 cars, they would get 9, 7, 6, 5, 4, 3, 2, 1 points.

The same points are awarded in heat races and the feature. A win is worth 20 points, 17 for second, 15, 13, 11, 10, 9, 8, etc. Additionally in the feature, a car leading a lap gets one bonus point and the car that leads the most laps gets two more bonus points. Winning a WEST race and leading the most laps earns you 23 points. Technically a win is worth 21 points since you have to have led at least the last lap to win.

In the **Dakota Dunes Western Canada Super Late Model Championship Series**, time trials are worth the same one point per car. Heat races are worth 20 points to the winner, going down by one point per position.

The 150 lap DDWCSLMCS (that's harder than the name) feature is worth 50 points to the winner, going down by two points for the first five, then by one point. i.e., 50, 48, 46, 44, 42, 41, 40, etc.

For the Bobcat of Saskatoon series for the Super Trucks, we run the same points grid they do with their full series, except only the Saskatoon races count. With the Super Trucks, top time trial is worth 50, with each spot going down by two. Winning a heat is worth 60, going down by two per position and a feature win is worth 80, with each position dropping by two points.

# Line Ups

## Local Divisions

If you think points is difficult, I'm not sure how to describe line ups. All local races are lined up the same way except heat and qualifier races will be split into two races if there are more than 12 late models or WEST cars, 14 pro trucks, 16 street stocks, 20 thunder stocks or 24 mini stocks. WEST and SLM would be split into three races at 21 cars.

Time trials for local races are only done at the start of the year. The line up is first come first served. Some cars like to be first, so like to go last.

The first race night, the time trials will determine the starting line up of the heat and feature, using the time trial results inverted, with the fastest starting at the back. The qualifier race line up is always the finish results of the heat race inverted, with the winner at the back.

After that first race night, the heat race line up is the finishing order of the previous feature inverted, with the winner at the back, last place on the pole. If a car is black flagged in the previous feature or DQ'd, they have to start the heat race at the back. Cars that are not registered for the season (visiting cars) must also start the heat at the back.

As with the first race, the qualifier line up is based on the heat race finishing order inverted. Visiting cars start in the position earned in the heat.

Things get a little more complicated with the feature. The line up for the feature is based on the average points of all previous features, inverted, so the highest average is at the back and the lowest at the front. Visiting cars must also start at the back, as do any black flags from the qualifier race.

## WEST

The Western Elite StockCar Tour does qualifying (time trials) each race. Their qualifying order is determined by draw, with each driver drawing a number out of a hat. They must qualify in that order. If they miss their position in line up, they don't qualify and have to start all the races at the back.

Line ups are quite simple for WEST. If there are 12 or more cars they split into two heats for the heat races. If less than 12 cars, the line up for their first heat race is the order of qualifying inverted, with the fastest car at the back. The second heat race is the same, with the finishing order of the first heat inverted, with the winner at the back. Same goes for the feature, with the winner of the second heat at the back.

If more than 12, they run a split heat with the odd cars (1st, 3rd, 5th, etc.) from qualifying in Heat A and the even cars (2nd, 4th, etc.) in Heat B. This is an odd/even split. The cars are lined up with the fastest from qualifying in their heat at the back.

Cars stay in their heat for Heat B and are lined up by inverting the finishing order of Heat A, winner to the back.

For the feature, where there were split heats, the inside row is made up of the finishing order of heat C and the outside row from the finishing order of heat D. That is then inverted so the winners make up the back row.

## Dakota Dunes

Like WEST, the races are split depending on car count. For time trials, cars are run in numerical order of the car, with a draw determining the first car to go. They then qualify from that car number up, then roll over to the lowest and work up again.

From qualifying, the cars are split into two heats and the B main, if there are enough cars. The odd cars, or 1, 3, 5, 7, 9, 11, 13 and 15 make up Heat A. 2, 4, 6, 8, 10, 12, 14 and 16 make up Heat B. 17 and up make up the B Main or Heat C/Last Chance. The cars line up for their heat race inverted, fast car to the back.

The finishing order for Heat A determines the inside line up for the main feature and Heat B determines the outside row. The top eight cars from the B main occupy the next eight positions in the main feature.

If there are 20 or less cars, they are added into Heats A and B, with cars 17 and 19 at the back of Heat A and 18 and 20 at the back of Heat B. Only the front 16 get inverted.

Once the grid for the 24 car main feature is set, the top two qualifiers, no matter where they are in the line up, are giving the option of starting at the back for a bonus to win. If they move back, everybody else moves up. Two dice are then rolled to determine an inversion number of between seven and twelve. One die is all sixes to ensure the inversion is at least seven.

Simple, isn't it? I'll cover the Super Trucks another day. Invitational races, like the Martinsville 100, are done in a fashion very similar to the Dakota Dunes SLM races.

# August 20, 2010 Results Continued



## Mini Stock Division

### Heat Race

1. #41 Jim Barnsley
2. #62 Kenny Heintz
3. #4 Todd Jalbert
4. #7 Darnell Schick
5. #77 Frank Vangool
6. #1 Scott Barrand
7. #00 Curtis Regush
8. #65 Bret Ross
9. #17 Kale Thiessen
10. #23 Hayley Lozeniuk
11. #11 Alex Heintz
12. #2 Colin Puttick

### Qualifier Race

1. #4 Todd Jalbert
2. #62 Kenny Heintz
3. #41 Jim Barnsley
4. #77 Frank Vangool
5. #1 Scott Barrand
6. #7 Darnell Schick
7. #2 Colin Puttick
8. #00 Curtis Regush
9. #11 Alex Heintz
10. #23 Hayley Lozeniuk
11. #65 Bret Ross
12. #17 Kale Thiessen

### Feature Race

1. #62 Kenny Heintz (DQ)
2. #41 Jim Barnsley (DQ)
3. #7 Darnell Schick
4. #4 Todd Jalbert
5. #77 Frank Vangool
6. #1 Scott Barrand
7. #2 Colin Puttick
8. #00 Curtis Regush
9. #11 Alex Heintz
10. #23 Hayley Lozeniuk
11. #65 Bret Ross
12. #17 Kale Thiessen



### Heat Race

1. #81 Kurtis Houben
2. #49 Mickey Pogoda
3. #18 Mike Rea
4. #7 Tristan Ransom
5. #56 Kevin MacLaggin
6. #22 Ryan Fredrickson
7. #83 Karmen Parks
8. #23 Kevin Nixey
9. #22x Bill/Doug Rea
10. #47 Calvin Heilman
11. #71 Dallas Andrew
12. #31 Cliff Yelland
13. #94 Layton Senger

### Qualifier Race

1. #81 Barry Stefaniuk
2. #22 Ryan Fredrickson
3. #23 Kevin Nixey
4. #18 Mike Rea
5. #56 Kevin MacLaggin
6. #22x Bill/Doug Rea
7. #47 Calvin Heilman
8. #94 Layton Senger
9. #49 Mickey Pogoda
10. #71 Dallas Andrew
11. #83 Karmen Parks
12. #7 Tristan Ransom
13. #31 Cliff Yelland (DNS)

### Feature Race

1. #81 Barry Stefaniuk
2. #18 Mike Rea
3. #49 Mickey Pogoda
4. #7 Tristan Ransom
5. #22 Ryan Fredrickson
6. #22x Bill/Doug Rea
7. #56 Kevin MacLaggin
8. #47 Calvin Heilman
9. #94 Layton Senger
10. #71 Dallas Andrew
11. #23 Kevin Nixey
12. #31 Cliff Yelland (DNS)
13. #83 Karmen Parks (DNS)



## Super Late Model

### Heat Race

1. #77 Greg Vangool
2. #55 Jim Gaunt
3. #70 Trent Seidel
4. #38 Dave Bone
5. #88 Jason Gervais
6. #14 Glen Hertzke
7. #09 Doug Bienia
8. #44 Trevor Hannay

### Qualifier Race

1. #14 Glen Hertzke
2. #70 Trent Seidel
3. #55 Jim Gaunt
4. #77 Greg Vangool
5. #38 Dave Bone
6. #44 Trevor Hannay
7. #88 Jason Gervais
8. #09 Doug Bienia

### Feature Race

1. #55 Jim Gaunt
2. #77 Greg Vangool
3. #70 Trent Seidel
4. #14 Glen Hertzke
5. #38 Dave Bone
6. #44 Trevor Hannay
7. #88 Jason Gervais
8. #09 Doug Bienia



*Announcer Stan Reddekopp shared the sad news of the death of Mike Shirley, father of Dan, with fans, prompting all crews to the come to the wall for a minute of silence*



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

# Auto Clearing Motor Speedway

## Points Standings as of August 21, 2010



1. #4 Todd Jalbert	617
2. #7 Darnell Schick	547
3. #62 Kenny Heintz	539
4. #41 Jim Barnsley	485
5. #77 Frank Vangool	524
6. #1 Scott Barrand	523
7. #2 Colin Puttick	497
8. #11 Alex Heintz	413
9. #82 Jonathan Neufeld	307
10. #00 Curtis Regush	247
11. #69 Kim Regier	222
12. #65 Brett Ross	203
13. #88 Allison Nagorski	103
14. #9 Kale Thiessen	7
15. Hayley Lozeniuk	3
16. #43 Cody Roders	3
17. #8 Scott Hartshorn	3
18. #28 Brennen Forseille	3
19. #42 David Krushelniski	3
20. #17 Dustin Lalott	2



1. #94 Jason Hankewich	284
2. #48 Nathan Weenk	276
3. #53 Scott Kessler	237
4. #04 Tim Kammer	184
5. #41 Travis Deforest	180
6. #46 Dan Shirley	178
7. #51 Nicholas Jewel	160
8. #26 John Rees	93
9. #77 Cal Vance	66
10. #13 Shawn Hill	37
11. #49 Ben Busch	29
12. #4 Adam Yelland	22



1. #17 Trevor Emond	261
2. #77 Greg Vangool	231
3. #70 Trent Seidel	227
4. #38 Dave Bone	222
5. #55 Jim Gaunt	220
6. #14 Glen Hertzke	216
7. #5 Jeff Reimer	210
8. #69 PJ Kondra	194



1. #34 Mike Schroeder	499
2. #19 Aaron Anderson	476
3. #15 Todd Pluhator	445
4. #17 Adam Yelland	439
5. #36 Darryl Potts	421
6. #88 Brad Wrennick	390
7. #13 Jordan Hill	383
8. #3 Mike Eby	276
9. #44 Craig Katelnikoff	247
10. #87 Tristan Saunders	183
11. #8 Kyle Roy	74
12. #99 Cory Kallis	6
13. #12 Colin Olfert	6
14. #71 Trevor Freemantle	4
15. #80 Clint Whyte	3
16. #90 Brett Clampitt	3
17. #53 Lloyd Joyes	3
18. #98 Bryan Johnson	3
19. #432 Eric McIntosh	3
20. #22 Barry Ratts	3
21. #66 Wayne Osborne	3
22. #43 Kevin McGlaggin	3
23. #77 Shane James	3
24. #28 Brennen Forseille	2



1. #77 Greg Vangool	260
2. #55 Jim Gaunt	255
3. #70 Trent Seidel	246
4. #14 Glen Hertzke	246
5. #38 Dave Bone	200
6. #44 Trevor Hannay	188
7. #88 Jason Gervais	174
8. #39 Christoph Ludlage	152
9. #09 Doug Bienia	119
10. #20 Ken Campbell	105
11. #56 Howard Crossman	90

9. #44 Trevor Hannay	188
10. #79 Darrel Vallie	183
11. #56 Howard Crossman	179
12. #39 Christoph Ludlage	176
13. #47 Chris Campbell	173
14. #88 Jason Gervais	164
15. #6 Chris Skelton	148
16. #55x Gary Lister	126



1. #67 Ken Ross	596
2. #27 Scott Lucas	571
3. #01 Alex Leschenko	497
4. #19 Rylan Utigard	468
5. #18 Bill Zubrecki	431
6. #33 Scott Williams	426
7. #49 Shantel Firth	412
8. #9 Tony Mikulcik	401
9. #38 Rick Kucher	395
10. #14 Wade Wohlford	387
11. #8 Andrew Clewes	375
12. #1 Debra Newnham	333
13. #93 Neil Schneider	188
14. #99 Cory Kallis	3



1. #81 Barry Stefaniuk	621
2. #18 Mike Rea	611
3. #49 Mickey Pogoda	609
4. #7 Tristan Ransom	520
5. #83 Carmen Parks	390
6. #12 Ryan Lange	381
7. #22 Ryan Fredrickson	357
8. #99 Jason Doell	260
9. Dallas Andrew	9
10. #24 Gary Ejack	7
11. #94 Layton Senger	6
12. #22x Bill & Doug Rea	6
13. #23 Kevin Nixey	6
14. #47 Calvin Heilman	6
15. #9 Sarah Pogoda	6
16. #56 Kevin MacLaggin	6
17. #31 Cliff Yelland	4
18. #03 Curtis Huben	3
19. #4 Chris Clements	3
20. #17 Curtis Moore	3

17. #09 Doug Bienia	123
18. #00 Tony Lambert	119
19. #20 Ken Campbell	109
20. #38x Jon Teppin	96
21. #28 Devin Kopeck	79
22. #07 Greg Moir	51
23. #23 Craig Melnyk	50
24. #31 Cody Schable	49

# Feel The Rush



## AUTO CLEARING MOTOR SPEEDWAY

Saturday, August 28, 2010

Gates open at 5:00pm, First Green Flag at 6:05pm



Tickets at the gate or



Saturday, August 28, 2010  
Gates open at 5:00pm, First Green Flag at 6:05pm



Also Scheduled:

- ◆ Street Stocks
- ◆ Sask Pro IV
- ◆ Bombers