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## What A Way To End The Season

For those of you that didn't make it to the final CORR event ever held, you missed the biggest weekend in the Oberg Team history. We came out of there after winning the biggest single purse ever in off-road history, the \$66,000 Jason Baldwin Memorial Cup Race. Many of our competitors were saying, "Where did Oberg come from?" My answer, "He was always there, you just weren't paying attention."

We went into the weekend shooting for the Pro II Championship. We were in 4<sup>th</sup> position, only 3 points from the leader, Carl Renezeder. Scott Taylor and Jerry Whelchel were tied for 2<sup>nd</sup>, so Mike needed to best them all. Boy did he ever.

When the green flag flew, Mike immediately took the lead and ran away from the group. Both Taylor and Whelchel dropped out early with mechanical difficulties leaving the battle between Mike and Renezeder. Mike gained a commanding 50 truck length lead over the rest of the field until they reached the mandatory

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one lap under yellow caution that they have in SoCal. This is a controversial move that the promoter at SoCal requires, and this is a good example of why it's not right. Before that yellow, no one had a chance of catching Mike. Renezeder was back in the middle of the pack around the 7<sup>th</sup> place position. When the green flag flew Mike again pulled a lead. Renezeder made many questionable moves, but no penalty flags were thrown. When he finally caught Mike, they made contact which sliced a tire. There were two laps left at this point and Mike was able to battle with him for another lap until the tire was flat. Renezeder took the lead, Ricky Johnson got 2<sup>nd</sup> and Mike settled for 3<sup>rd</sup>. Sunday was going to be a little more complicated because now we were 9 points out of the lead, but had a 10 point cushion back to 3<sup>rd</sup>.

Mike didn't get as great of a start, and Renezeder knew he only had to keep Mike in sight in order for him to win the Championship. Both Mike and Renezeder were sitting near mid pack when the mandatory caution lap came. When the green flew, Mike made his move, leaving Renezeder behind. At one point Mike had taken the lead by one point until another controversial call was made to black flag a competitor 3 laps after an infraction. This flag, and Renezeder passing another 2 trucks, gave him the Championship by a mere two points. We would have to settle for 2<sup>nd</sup>. Not bad for the rookie year in Pro II.

Then came the [Jason Baldwin Memorial Cup Race](#) named for one of our fallen competitors who perished in a plane crash last fall on his way home from the Baja 1000. Mike didn't even enter until the last minute. I was against it as the truck is going on display in a few short weeks, and I didn't want it to get damaged. Mike wanted to do it anyway. The plan was to get near the front and see what happens. Maybe the Pro IV's would take each other out, and we would be in position to take it. That's exactly what happened.



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The favorites to win were Johnny Greaves and Scott Douglas. Greaves dropped out right away due to mechanical failure. Douglas made it half way through the pack before suffering power steering failure and dropped out. Mike was in 3<sup>rd</sup> at this point and sat back watching Ricky Johnson and Todd Leduc battling in front of him. With three laps remaining, Leduc blew an engine and less than a lap later Johnson lost a tire. Mike made the pass and took the lead. Pro IV drivers Curt Leduc and Adrian Cenni were closing fast and Mike had to hang on for one more lap. He never would have kept them at bay for another lap, and he took the win. What a great finish to a season that started out so bad. By round 5 we were like 16<sup>th</sup> in the point's race, and we made a come back to finish 2<sup>nd</sup> and win the Cup. The sky's the limit now. We have now proven to everyone that we are a force to be reckoned with.

Mike attended the Banquet on Monday night, where he was awarded with a Plaque for "Rookie of the Year" on top of his awards for 2<sup>nd</sup> in Pro II and winning the Jason Baldwin Memorial Cup. What a fantastic ending. We are all still in shock.

Mike will be attending the [SEMA Show](#) next week in Las Vegas, where he is scheduled for multiple autograph sessions. When he returns, we will attend the Sportsman Banquet at the [Potawatomi Casino](#) in Carter Wisconsin where he will be presented the World Championship Ring he won in Crandon. We will also have the [AM-SOIL/Kumho Chevrolet](#) on display there. Then we take a short break before Mike and I attend the [PRI Show](#) in Orlando in December. Busy, busy, busy.

That's all I have for now. I will probably have one more newsletter before I call it quits for the season.

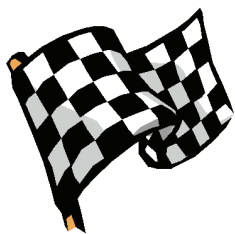
Gilly

# Race Schedule For 2006 Season

Date	Location	Placement
May 20-21	Chula Vista, CA	Round 1: 11th Round 2: 19th
June 24-25	Crandon, WI	Round 3: 13th Round 4: 6th
July 8-9	Bark River, MI	Round 5: 5th Round 56: 6th
July 22-23	Chula Vista, CA	Round 7: 4th Round 8: 3rd
Aug 12-13	Bark River, MI	Round 9: 6th Round 10: 6th
Sept. 2-3	Crandon, WI	Round 11: 1st Round 12: 3rd
Sept 23-24	Chula Vista, CA	Round 13: 2nd Round 14: 4th
Oct 21-22	Chula Vista, CA	Final Place in Points for the Season: 2nd

## The Crew for 2006

Mike Oberg	Owner/Driver
Mark Gelhausen	Manager/PR
Pete Hansen	Crew Chief
Todd Lambert	Crew Member
Cory Lambert	Crew Member
Dave Paff	Crew Member/ Radio Tech
Heather Oberg	Crew Member/ PR Trainee
Matt Bell	Crew Member



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