

THE MIDWEST RACING CONNECTION

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THE MIDWEST'S SHORT TRACK AUTO RACING AUTHORITY

June 2018 Vol. 22, No. 2

Inside...



Talkin' Racin'



Going in Circles



Auto Racing Facts,
Observances and
Opinions



Home Track Photo Gallery

Joe Shear Classic Action





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Publisher's Note *Racing According to Plan*



Dan Plan

I'm going start out by saying almost everyone is going to bitch about something at some point. You can even include me in this category. Most of the time, it's really easy to find something to complain about. This is especially true when it comes to what I see on social media regarding racing. On the other hand, it can be difficult to find the good stuff.

I've pretty much given up on complaining in my columns. I can't tell you how many times I've had someone come up to me and say, "You should write something about xxx." Nine times out of ten, the xxx part isn't anything positive. Instead, I've made a conscious effort to write about the good things I've seen or heard about the tracks in our area of the country. With that in mind, in this column are 5 good things, in no particular order, I've seen to start off this year that were worth recognizing.

Five Good Things

The most recent good thing I read was an idea that Mississippi Thunder Speedway announced in the month of May. The track had the weekend prior to Memorial Day weekend scheduled as an off night for their competitors. In an effort to encourage the teams to get out and support other short tracks in the area on their night off, the team at Mississippi Thunder Speedway offered their regular competitors \$5 off their pit admission the following weekend, if they raced another track on the Friday night MTS was off.

The month of April was pretty much lost at most tracks due to the weather. Both Dells Raceway Park and LaCrosse Fairgrounds Speedway received large amounts of snow prior to their season opening special events. Both facilities plowed snow off their race tracks to put on a show early in the month of April. It would have been much easier for them to just pull the plug. I'm glad they took the effort to put on their shows.

Due to rainouts early in the season, Cedar Lake Speedway added several practice nights to their schedule, allowing drivers additional track time. A lot of teams are anxious to get out on the tracks and it sure seems like a good idea to give people a reason to bring their cars out.

Several area tracks are bringing in different touring series to add some variety to their weekly program. A couple of regional series are also working together to help bolster car counts at their special events. One example is the UMSS Traditional Sprints and Wisconsin wingLESS Sprints combining for a show at Spring Lake Speedway, along with several other shows in 2018.

And finally, Madison International Speedway announced early in the year they were raising the purse for their weekly racing classes. Whoa! That is absolutely unheard of in this day and age.

The Midwest

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Connection

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Dean & Jason Talkin' Racin'



Jason D. Searcy

When I was growing up, the first activity of the racing season was to go to Viking Plaza Mall in Alexandria (MN) and see the race cars on display, my brother and I would be so excited to see the new paint schemes and find out if any of our favorite drivers would be racing in a different division. We also really looked forward to seeing race cars in our local parades, one year I got to ride in the back of the pickup and throw out candy to the kids, we even hopped in the car and revved up the engine (might have gotten in trouble for that). My memory is getting blurry now.

It was also a show stopper when you would see a race car on display in front of a local business, didn't matter if you liked that driver or not, it was essential to stop and check it out.

Now thirty plus years later in an age of social media I've noticed.... That nothing has changed, as a matter of fact, it might be better than ever. The best way to promote motorsports has been, and always will be, the race car itself. Race cars are still really cool.

Race cars are still really cool

It is so encouraging to see race teams doing Spring fundraiser events at local bars, treating their sponsors, meeting the fans and garnering attention to the sport. I still see race cars on display at local businesses, at car shows, convention centers, at the mall and in parades. Last week Dean Reller encouraged me to stop by a park in his neighborhood in St Cloud as they were having a neighborhood gathering and giving out free hotdogs. To my delight a local race car was on display as part of the celebration, right next to the Playground equipment, Fire Trucks and Police cars. That makes me happy.

Sometimes it takes a special person or sponsor to coordinate a big event, like Natalie at Cedar View Electric does for the annual Pan-O-Prog festival in Lakeville. The Race Car Alley display of over 20 race cars has become such a popular attraction it is now included on the event schedule and has its own section on the event website with a scavenger hunt, pit

crew challenge and tons of prizes. Lots of Elko Speedway drivers participate and it gets bigger and better every year.

I've also noticed that our drivers have gone to their local schools or daycare facilities to talk to the kids and show off their race cars. These drivers get it, it's not about just them, it's OUR sport, all of us, we are all in this together in the racing community.

Social media is very important to reach a certain demographic of race fans, we all recognize that fact and we put many hours of work into researching the data to do digital marketing correctly.

Also, social interaction with people face to face is just as important as it ever was and my personal opinion says that our local drivers GET IT and are still doing it the right way.



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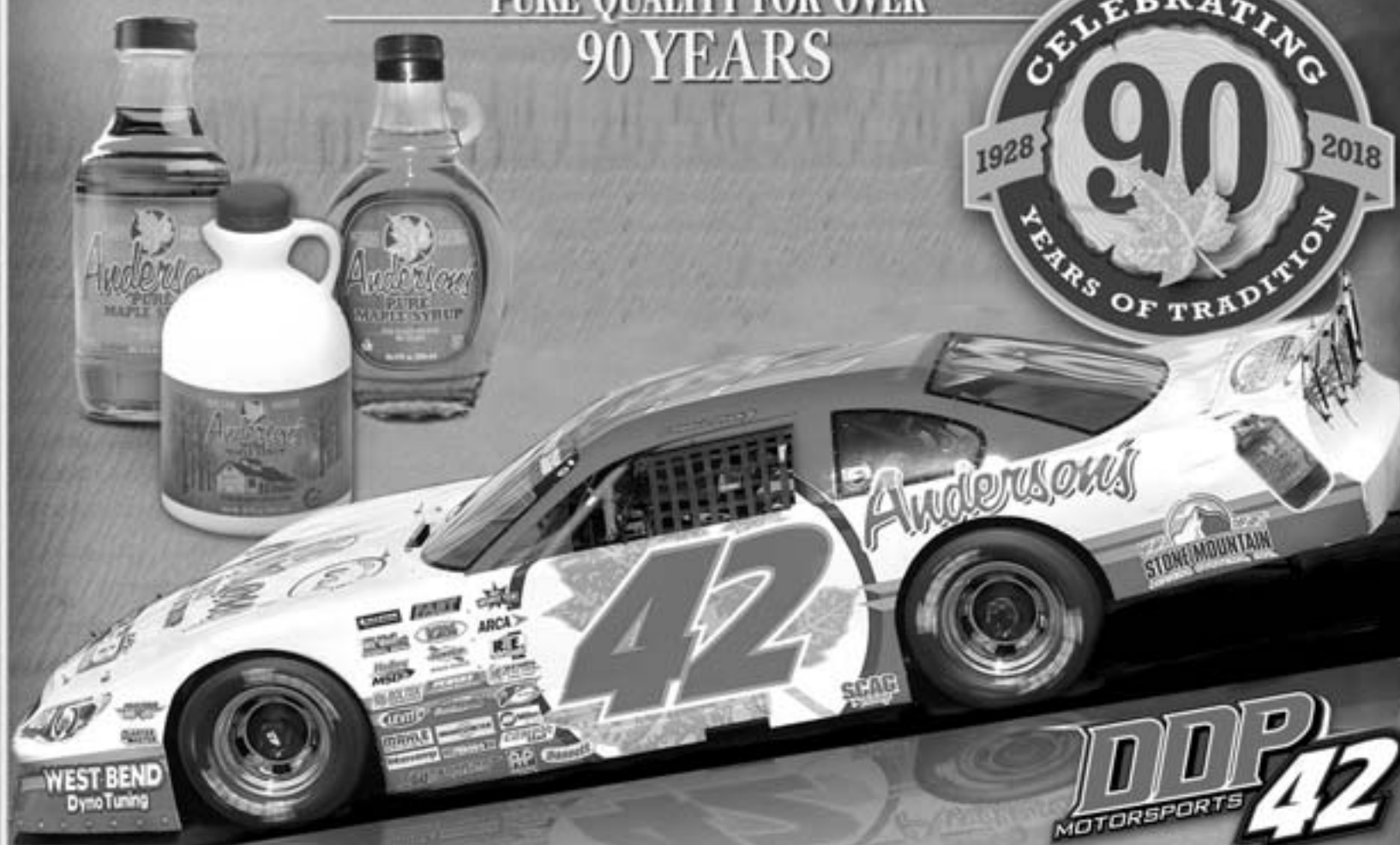
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Going in Circles



Charlie Spry

Madison International Speedway opened their 2018 season with the traditional Joe Shear Classic, honoring the legendary driver who won quite frequently at this track and all over the Midwest.

The ARCA Midwest Tour headlined the event, which was touted as an event fully stocked with talent from various locales. Georgia driver Bubba Pollard showed up again this year and really looked like he had things covered, until late in the race when a rocker arm failure dropped him out while leading, handing the lead to local favorite Casey Johnson. It then seemed like a sure thing for Johnson, until with two laps to go while under caution, his fuel pump reportedly gave up the ghost. Now, Austin Nason only had to guide the field for two more laps to get his first ARCAMWT series win, and he did it without a hitch. It truly was a race that nobody, at least nobodies CAR wanted to win, or so it seemed.

The Midwest Trucks and Mid-Am cars were the other divisions competing, with James Swan doing something quite unusual, winning both feature events. He took the lead early in the truck feature, but had to slowly work his way towards the front of the Mid-Am race, which he did with patience.

The day was absolutely perfect, save for a few late clouds, and the fans arrived in droves. It was good to see so many people at the track, and a great chance to

catch up with some that I haven't seen for awhile. Well done by the McKarns family and staff.

Just prior to the deadline for this column, Madison tried to get their regular season opener going, with a nice day quickly turning into a misty night. Although only dashes were completed before the wet stuff, I had a chance to talk with quite a few people and make some observations as well.

Jon Reynolds Jr. is going to be a busy guy this season if he keeps doing what he is doing. He has been racing weekly at Rockford on Saturday nights, and Slinger on Sundays. Now, add in Madison on Friday nights and that is three races per week with his late model. That is pretty much unheard of anymore. Definitely a throwback!

Young Jacob Nottestad will be racing here weekly, going for the Rookie-Of-The-Year honors in his late model. He is a very smooth driver who comes from a family with plenty of racing tradition and success. Should be fun to watch him this year.

Ronnie Osborne has moved up from the Six Shooter division to the Bandit division, and I believe he is the first driver to move up from the entry level six cylinder racers. He has a car that was a former Slinger championship winner.

Enjoyed talking to the drivers who were racing in the Northern Outlaw Vintage Racing Series. It is always fun talking to veteran Butch Mierendorf. Butch stated that he has been racing since 1962. I was three years old in 1962! He also mentioned that he has raced at eleven or twelve tracks which no longer exist. Please support your local track and don't let anymore close!

Tom Collins has been racing the vintage cars for awhile now, and stated that he does enjoy the more laid-back atmosphere in these events as opposed to some of the weekly racing. He has been around the sport for many years, often in the sportsman division at various tracks. "I've been hanging around with him for a long time," he said, regarding Butch. "I know how to keep costs in check."

racing right here at MIS. "It was back in 1985," Said Mike, "I got a 1972 LTD that had a 429 in it and made it into an enduro car. Once I did that I was hooked!"

At the Rockford Speedway, the regular season has been going for awhile now, with Michael Bilderback making some of the shows now. The two-time defending late model track champ has been racing a super late model for another team on occasion, and missed a couple of weeks, but he came back with a vengeance, winning the feature his first time back. Going for wins, not points, or so I am told.



Guy Adams/HotShot Photography

One driver I have noticed in the American Short Tracker division is rookie Destiny Genore. She is driving smoothly and very consistently, staying out of trouble and regularly finishing in the top five every week. All of this with the same car she raced previously in the Winged Women On Wheels and Bandit divisions here, albeit with some changes. "We are getting there," Stated Destiny, "We are still working on adjustments to the chassis and springs and stuff. Working and getting better all the time." That she is! Very impressive job.

It was nice to see AST racer Todd Bridges capture a heat win one night here, his very first win ever.

One night the invert was just so that two drivers started the late model feature in the front row who never get that opportunity often, that being Jeff Wakeman and Jerry Stafford II. The pair brought the field to the green in outstanding fashion, nice and even, no brake checking or other tomfoolery. Best feature start I've seen anywhere in a long time.

In mentioning Mr. Wakeman, he has raced here for a couple of years now, fulltime, and pretty much never misses a show. I told him "Thanks for coming every week," to which he replied, "Thank YOU for coming every week!" Kinda nice.

Most drivers give out candy or autograph cards and other things after the races, but late model racer D.J. Smith took it one step further, giving out trophies after the races! I am going to assume that these were from his years of racing in the Roadrunner division, where he won many, many of them.



James Swan captured the Midwest Truck and Mid Am Stock Car main events at the Joe Shear Classic

Bruce Nuttleman photo

Mike Taylor has raced here and other area tracks for many years as well. He tasted quite a bit of success here last year in his sportsman car, winning two features and running strong all season. The well liked Ford racer started out with his very first

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The 2018 edition of the FANS Fund is up and running with a new look, and feel but with the same ultimate goal in mind. The objective is still to attract new and upcoming drivers to attend the USA Nationals at Cedar Lake Speedway. Voting is now open. Please check out the website to make your donation and cast your vote for the 2018 drivers.

www.fansfund.com

Team Rollergirl

When Taylor Goldman wins, we're pretty sure you can hear her father Dave over the roar of the cars on the track. Taylor picked up one of the Power Stock main events at Elko on opening night.



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TT 5:30; Racing 7pm

**6/16 Lyle Nabbefeldt Memorial
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6/23 Paradise Lounge-Beach Party Night

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Legends/ TT 5:30; Racing 7pm

**7/14 UMA-Super Late Models-Dairyland 100;
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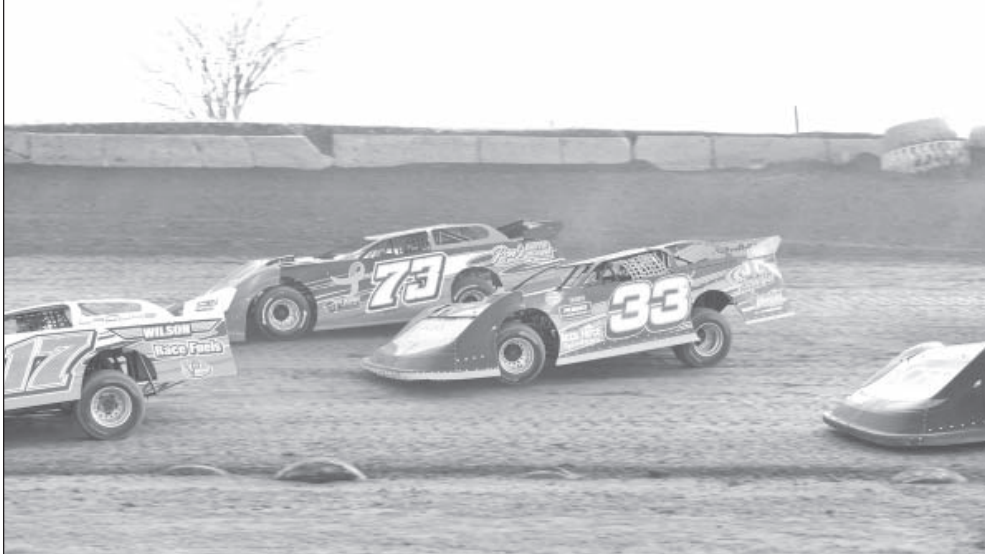
Super Late Models, 602LM, Mods, Outlaws, Bandits.
TT 5:30; Racing 7pm



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Limited Late Models at The Lake

Vince Peterson photos



Limited Late Model drivers will have several opportunities to participate at Cedar Lake Speedway during the 2018 season. In addition to being part of the CLS Shootout Series with the UMSS Traditional and 360 Sprints, the Limited Lates are on the schedule for several other shows over the course of the year. Larry Fitzsimmons and Dan Gullikson battle for position (left photo) and joined opening night winner, Lance Hofer, on the podium (right photo).

Strong Start For Prunty

Dennis Prunty kicked off his 2018 season with three wins in a row. Two at his home track in Slinger, WI and the TUNDRA series season opener at Wisconsin International Raceway in Kaukauna, WI.



Doug Hornickel photo

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Home Track Photo Gallery



LaCrosse Thunderstox driver Andy Moore gets a little loose
Dan Plan photo



Midwest Mods in front of a huge crowd at Cedar Lake Speedway
Vince Peterson photo



Paul Brown in Modified action at Tomah-Sparta Raceway
Dale P. Danielski photo



Eric Campbell took his new Camaro body to victory lane on opening night
Dan Plan photo



Cory Crasper leads the feild in Modified action at Spring Lake Speedway
Tom Loos photo



Illini Midget action at Rockford Speedway
Guy Adams photo



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 FRIDAY 8-JUN 7:30PM / KID'S NIGHT (AGES 11 AND UNDER ADMITTED FREE)
 THURSDAY 14-JUN 7:30PM / THURSDAY NIGHT STREET DRAGS
FRIDAY 15-JUN 8PM / HERR'S POTATO CHIPS 200 / ARCA RACING SERIES
 FRIDAY 22-JUN 7:30PM / FIRST EVER TAVERN DRINK TOKEN SCRAMBLE (AGES 21 AND OVER)
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Joe Shear Classic at MIS



Doug Hornickel photos

The 2018 ARCA Midwest Tour season kicked off once again with the annual Joe Shear Classic at Madison International Speedway. Southern competitor, Bubba Pollard, lead a majority of the race (top left) before mechanical gremlins ended his day. Dan Fredrickson, Nick Murgic and Jason Weinkauff (top right) battle for position. Fredrickson and Murgic would end up 2nd and 3rd at the end of the day. Contact between Johnny Sauter and Jonathan Eilen (bottom left) ended strong runs for each. Austin Nason picked up his first-career Midwest Tour main event, and \$10,000 along the way (bottom right).



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Auto Racing Facts, Observances and Opinions



Dale P. Danielski

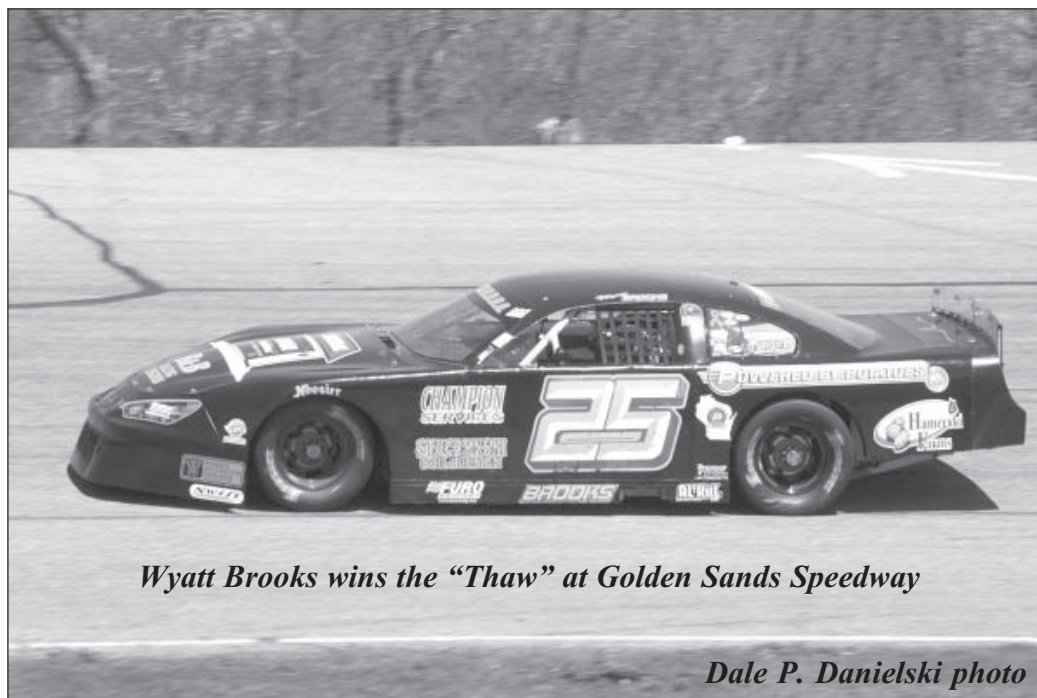
Although grudgingly, the weather has cooperated enough to at least get in a couple race events here recently.

The Annual Thaw race was held at the Golden Sands Speedway, Plover, WI., on April 28th and fair but cool weather greeted fans for the Saturday afternoon event. Racing on Saturday afternoon is still a relatively unproven commodity, but a very nice crowd was on hand for this the second running of the race on that day of the week. Super Late Model race cars were the top billed class and a field of 22 took the green flag

for the 101 lap Feature race. Although it took awhile, as Ryan Farrell jumped to a big lead, Wyatt Brooks eventually made it look easy as he took the lead about midway through and cruised to the big win. M.G. Gajewski tried to make things interesting but had to settle for second at the finish. Next in line were Justin Mondiek, Jordan Thiel, and Jeremy Lepak. Farrell, who

had the dominant car early faded to a 17th place finish. One notable racing on the day was Derek Kraus, having time away from his NASCAR K & N schedule. Kraus had a good run going but an incident involving a car he was trying to lap, forced the youngster to the back of the field. Not wanting to work his way back through the pack, Kraus parked his machine ending his day in 18th position. All in all, a fun day at the old home track and more visits are forthcoming.

It was good to see Greg Oliver greeted by excellent weather for his track promoter debut at the Tomah-Sparta Speedway, Tomah, WI., here Sunday afternoon, April 29th. A tad over 30 race cars were on



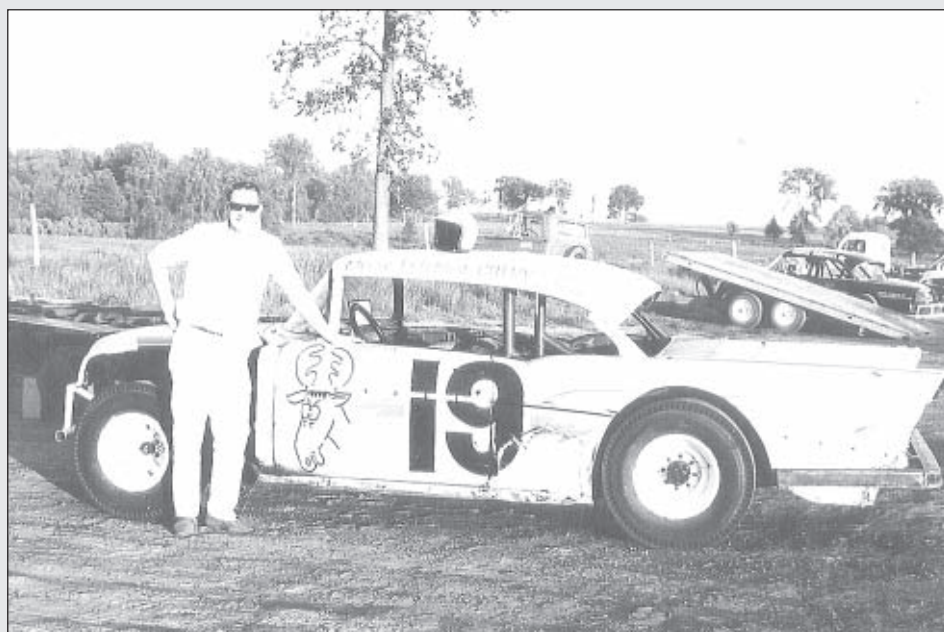
Wyatt Brooks wins the "Thaw" at Golden Sands Speedway

Dale P. Danielski photo

hand for the show and some competitive racing was seen by all. The top billed class of car, the Modified Division, saw Paul Brown pick up the 20 lap Feature win. Brown was followed to the checkered flag by Denny Schott and Jay Potter. One incident in the Hobby Stock Feature found Bill Schott smacking the back stretch wall doing significant damage to his race car. Schott parked his machine in the infield content to watch the rest of the race from there, when suddenly a whole lot of pointing toward the backstretch began taking place. Here, hot brake parts and/or sparks from Schott's disabled car had ignited the grass on the other side of the wall! Schott himself ran across the back straightaway and with nothing else to use, tried to get the fire out with the top half of his drivers uniform. The attempt was courageous, but for the most part futile, and fortunately a fire extinguisher arrived shortly thereafter and the fire was put out. Overall a good day at the Tomah-Sparta track and hopefully Oliver can continue to build confidence in racers and fans of the type of show he runs with interest growing throughout the season.

Here and there...Other main event winners at the "Thaw" race included Jason "The Shark" Stark in the Super Stock Division, Kyle Gennett in the Pure Stocks, Kaleb Hurless in 4 Cylinder Stocks, and Tim Hintz in Outlaw 4 Cylinders...Main event winners in other action at the Tomah track included Devin Schmidt in Sportsman, Phillip Wuesthoff in Hobby Stocks, Patrick Thicke in Midwest Dash Series cars, Jim Smith in the Hornets and Matt Moore in the 6 shooters class...Much discussion is already taking place pertaining to the Dick Trickle Classic race, a CWRA Stars to Legends Tour race, that will take place at Tomah-Sparta Speedway on Sunday afternoon, September 16th. The race for Super Late Model type race cars is expected to draw a field of 20 cars or

Dale's picture from the past



Ev Fox #19 posing next to his Moose Peterson backed Chevy. Marv Marzofka #91 racing in 1968.

continued on page 15

If you had to choose

By Shane Carlson

If you were in charge of operating a team, who would you center your organization around? I have always enjoyed this topic of debate, no matter the sport. Maybe a better way to phrase the question is to ask who gives your organization the best chance to succeed. In terms of operating a race team, success can vary on many levels.

For the sake of this particular column, let's pretend this fictional team has the resources outside of the driver to regularly compete for wins.

One of the general lines of thinking is the dichotomy between young guns versus wily veterans.

With young, even unproven talent if you will, the ceiling is high. No one knows what they are quite capable of, and the drivers themselves don't either. As far as the drivers are concerned, the sky is the limit. They don't know what they can or can't do yet. It makes them an alluring choice to build an organization around.

William Byron, Bubba Wallace, Chase Elliott, Ryan Blaney, Kyle Larson, Daniel Suarez, Christopher Bell, Brandon Jones, Tyler Reddick, Brett Moffitt and Ben Rhodes are just some of the guys from the pool of young guns to choose from. Some have a little experience at the Cup level, whereas others do not.

The veteran drivers find themselves on the other side of the coin.

Household names with the likes of Jimmie Johnson, Martin Truex Jr., Denny Hamlin, the Busch brothers, Brad Keselowski, Elliott Sadler, Justin Allgaier, Matt Crafton and Johnny Sauter.

They have already proven their worth and kept it. They have been leaders with their respective teams as well as the garage area as a whole. Visiting Victory Lane isn't a rarity with this group of drivers. Some maybe even have a championship or two to their name.

Consistency is one of the biggest assets of veterans. People what they are going to get out of them normally, and can expect the results.

Herein lies the question: who would you choose as your driver to build an organization around? This may be best discussed amongst buddies in a garage with a beer cooler at the ready.

As for me, I want a leader on and off the track. In perhaps the most result-driven sport out there, obviously I want a driver who is going to contend at the front of the field, getting the most out of their equipment without wrecking. Being a leader also means taking on a role that only a few do well. They are able to face criticism, process it, and make the changes if needed. It means being willing to take on a role of being part of the conscience of the garage area, and

being able to balance the praises and criticisms that come along with it.

I want a driver who's not afraid to gamble, but makes calculated gambles. They are willing to do something different than the rest of the field to put themselves in a potentially better situation than they would have been otherwise. It may not always result in a win, but getting a top-10 when the car wasn't better than a 15th-place car will pay dividends.

The driver I would choose to build an organization around would be 2012 champion, Brad Keselowski. The 34-year-old has the veteran presence that holds court, especially as a former champion, but still

continued on page 15

Photo by Brian Lawdermilk/Getty Images



Upcoming Events

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Shane Carlson continued from page 14

possesses the audacity of a more youthful driver.

Keselowski has visited Victory Lane 24 times at the Cup level, on a multitude of tracks and configurations, and is a threat to win any given week. Not only is he the leader at Team Penske, he is a leader all throughout the garage. Opinionated but tactful, Keselowski has molded himself into the conscience of the sport. If there is a problem, Keselowski will make himself heard, but he will also be the first to praise if something goes right.

He possesses a fierce desire to continually better himself behind the wheel, as well as his teammates. His loyalty to his team and manufacturer are second to none,

Social media savvy, Keselowski was a pioneer of NASCAR and its newfound relationship to its fans through social media when he tweeted out a photo

from inside his car during a red flag. It changed the course of the way NASCAR is consumed from a fan perspective.

As a working member of the media, I appreciate Keselowski's respect for the job the reporters, writers, and broadcasters. He gives honest answers to questions, and takes the time to get to know each and every reporter, as he addresses them all by name. Not every driver will take the extra initiative.

All of these intangible qualities, as well as the job he has proven to be able to do behind the wheel make Brad Keselowski my candidate to build a NASCAR team around. He's well-rounded, in that he can win at nearly any track on any week, and his leadership qualities indicate he will go down as one of the best of NASCAR's modern era.

*Racing Facts, Observances and Opinions
from page 13*

better on a day set for honoring the legendary short track driver, Dick Trickle...Rainy weather continued to plague the La Crosse Fairgrounds Speedway, West Salem, WI., as the show for May 12th was washed away. An excellent field of cars was on hand for the event including 28 NASCAR Late Models. All for naught on this night however...Should have results from the CWRA Stars to Legends Tour race that is set to take place at Marshfield Motor Speedway, Marshfield, WI., May 26th in our next column. Over 30 drivers have indicated they plan to race at some point in 2018 on the Tour...

The CWRA Stars to Legends Tour, Albert Getzlöff Memorial took place here at Golden Sands Speedway, Friday, May 18th, with experience and youth serving notice they will be contenders in 2018. Veteran Mark Mackesy took the win in the 1st 30 lap Feature race with Darek Gress coming home the victor in main event two. Following Mackesy in the first Feature were Darek Gress, Darren Jackson, Derrick Van Dreel and Jeff Weinfurter. The 2nd Feature found Mackesy, Jesse Bernhagen, Weinfurter, and Jim Sauter, Jr., chasing Gress home who scored his first ever CWRA Stars to Legends Tour win... Sad to hear of the passing of racing pioneer Ken Nelson. Ken was from the 1950s early 60's era of racing competing on both dirt and paved tracks mostly in Western Wisconsin. Ken always had some very interesting stories to tell about that bygone era of the sport and I'm glad I was the recipient of many of them...

And in the looking back category, back on July 7th, 1967, it was Marv Marzofka winning the Feature race at the Tomah-Sparta Speedway. Marzofka piloting a 1961 Ford fought off Rich Somers, Bud Schroeder and Jim Back for the win...On June 28th, 1968, it was Dick Trickle winning the feature race in his 1967 Ford Fairlane at Tomah-Sparta Speedway. Trickle was followed in the main by Larry Baumel and Everett Fox...On July 12th, 1968 it was Ev Fox in a 1957 Chevy winning the Feature race at Tomah-Sparta Speedway. Following Fox were Bill Wirtz, Larry Baumel, and Tom Schaller...On July 14th, 1968 it was Ron Beyer winning the 30 lap Feature in his 1967 Chevelle at the Golden Sands Speedway. Jere Bredl finished 2nd followed by Dick Schultz and Jim Back. On August 7th, 1968, it was Dick Trickle winning the feature race at the North La Crosse Speedway. Following Trickle at the stripe were Pat Griffin and Jim Back.

Questions, comments, opinions and other information welcome at Starmaker Multimedia 967 10th Ave N Ste A, Onalaska, WI 54650 608-783-5827 or at dale@starmakermultimedia.com

St. Croix Valley Quarter Midget Association

As part of the annual Bus Race night at Cedar Lake Speedway, the St. Croix Valley Quarter Midget Association was invited to participate in the event. Several young drivers had their rides on display, and then took part in the National Anthem parade around the track.

Vince Peterson photo



Racing Nuggets



Jacklyn Daniels-Nuttleman

My husband Toby does not like change. He's a creature of habit and once he gets comfortable with a situation, schedule, or person—he doesn't like the idea of having to fiddle with something new. It's not that



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he's incapable of adjusting to it—the man is incredibly adaptable to all sorts of situations. He just plain doesn't like the idea of HAVING to do that.

He's stubborn. It's a genetic quality that cuts both ways, providing a “never quit” work ethic—but also a stubborn streak that can make you tear every strand of hair out of your head as he's struggling to find his way in the waves of change.

If you follow regional short track racing, you surely know that Ty Majeski has moved to North Carolina, becoming more involved in plans with Roush-Fenway Racing and Ford Performance. That means he's running fewer events at the grassroots level. This is a sore spot for Toby. A bittersweet one, but a sore spot nonetheless.

He's obviously happy for Ty to have the opportunities to advance his career, but he's sad that he has “lost” his driver that has been one of his best friends. More importantly, the pair had developed a relationship that was an incredible winning combination—lightning in a bottle—elusive to capture again.

And that's the part that sticks in Toby's craw. He is convinced that he will never have that kind of relationship with another driver again. The reality is the odds are not in his favor to enjoy that level of magic again; however he can still find some semblance of satisfaction in his work with other drivers. In my opinion, he has never failed to help find and develop the best in each driver.

I've spent hours reminding him of his long line of successes—trying to cajole him out of his funk, with the most notable probably being his time with Charlie Menard. This is not a slam at all, but do you remember in the late 90s when Charlie first started racing and had a series of bad wrecks? It was ugly. But it wasn't long after continuing to work with Toby that he finally broke through and became a consistent and fierce competitor. The pair went on to secure many major titles, including a NASCAR weekly racing series regional championship.

Perseverance has been the key to everything. This is where that

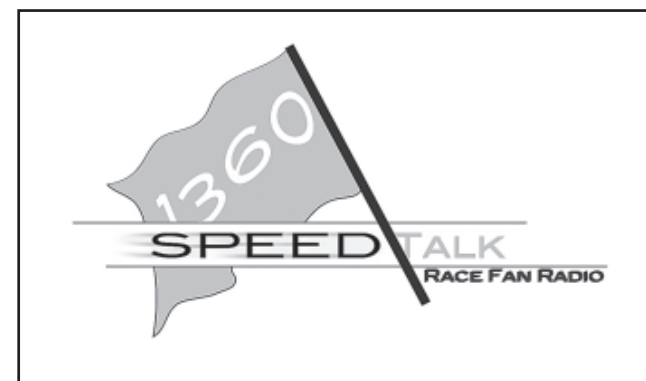
stubbornness pays off for my husband. He will keep trying to find a way to communicate with a driver, learning to speak their language in an effort to make a car work better. I may be biased when it comes to Toby, but I think that's a quality that is lacking for a lot of other crew chief/driver combinations—a willingness to try to understand—and trust what the driver is saying, and then translating that to effective changes in the car.

Despite failing to “hear” me when I ask him to pick up his dirty laundry—Toby is capable of listening intently in other situations. Particularly those at the race track, while leaning into the window net for his driver to give him feedback. When given ample time, he truly has the knack for finding and developing the best in any driver that works with him.

He's been freelancing and working with a handful of drivers so far this season, which has been marvelous to fill the void until Ty returns to run some races with him later this year. I snapped a photo of him during the season opener for the ARCA Midwest Tour—the Joe Shear Classic—at Madison International Speedway. He didn't look happy, but rest assured it was the classic scowl he generally sports in the pits, which means he was starting to find his groove in this new sea of change.



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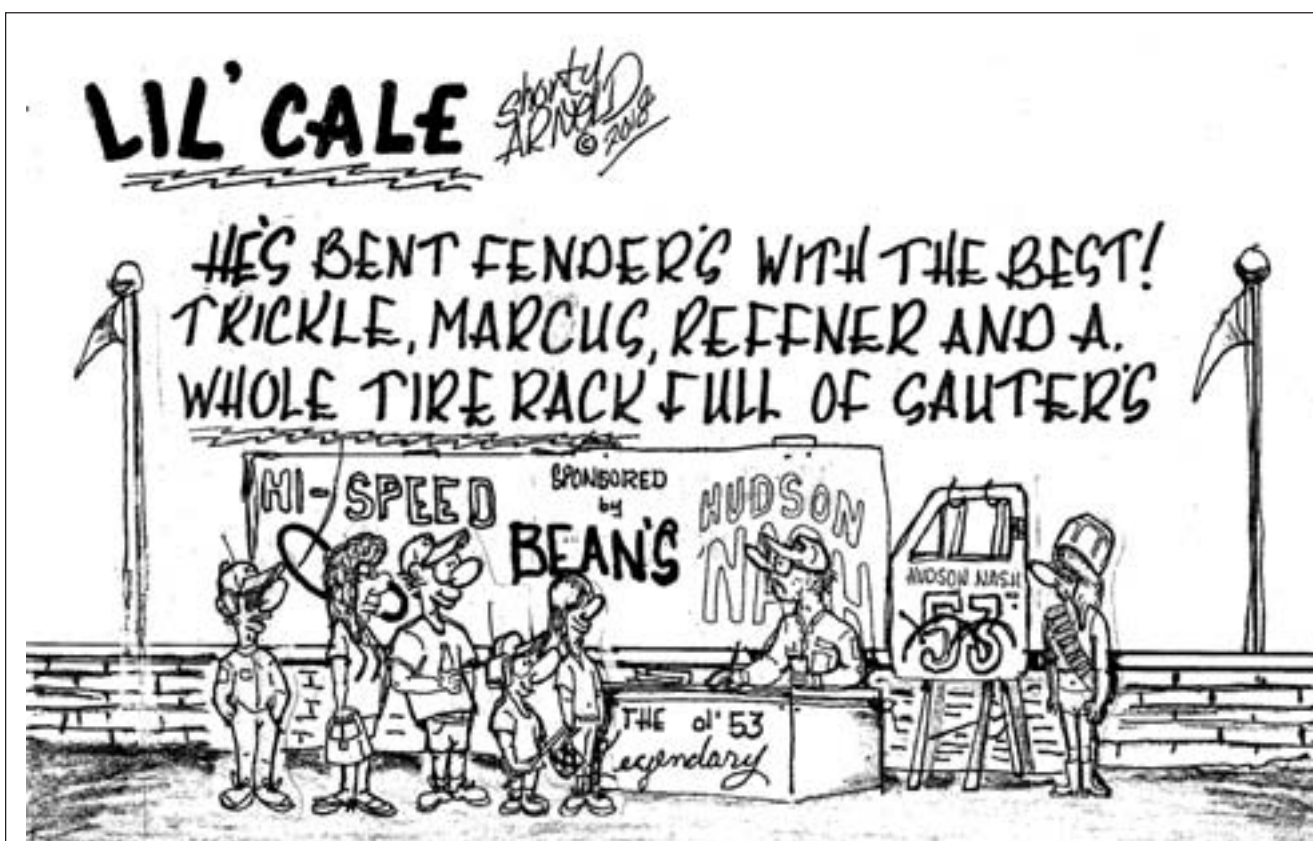
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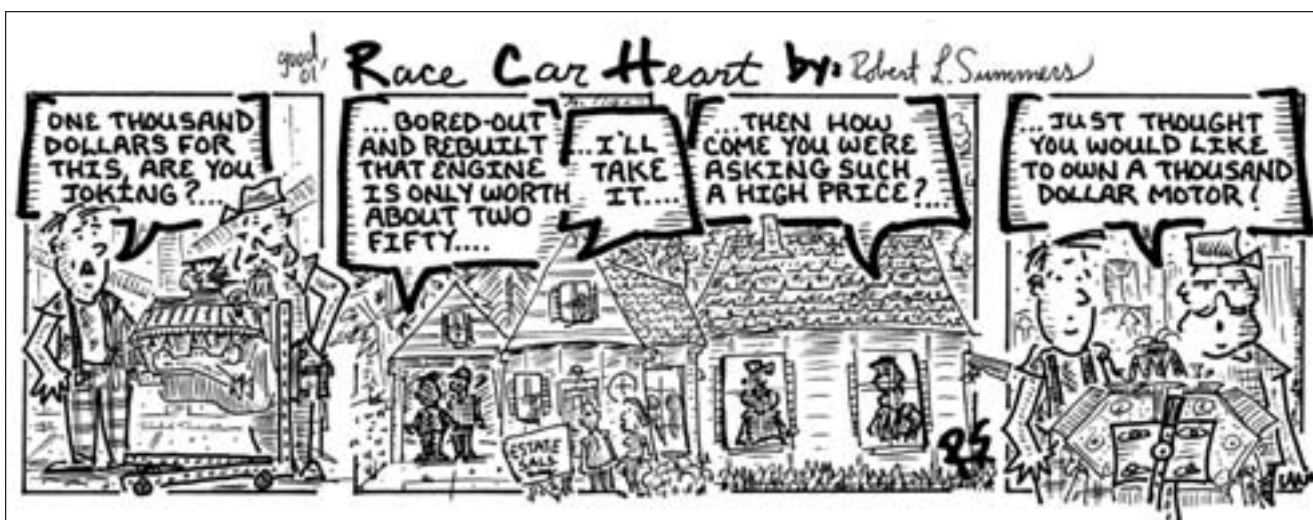
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