

THE MIDWEST RACING CONNECTION

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THE MIDWEST'S SHORT TRACK AUTO RACING AUTHORITY

May 2019 Vol. 23, No. 1

Racing Returns To The Milwaukee Mile



Inside...



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Motorports**



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for Murgic**



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Publisher's Note *Racing According to Plan*



Dan Plan

Once again, the season has started out with Mother Nature capturing most of the wins here in the upper-Midwest. As of the date we go to press, I had planned on attending at least six events in the area. My record is 1 and 5 at this point. That's typically the opening record for a Minnesota professional sports team, but I was hoping to do better. The weather was so topsy-turvy this Spring, I actually rode my motorcycle and used my snowblower in the same week. I can honestly say I have never done that before.

In years past, I would have been stuck relying on catching broadcast TV for the Cup or Xfinity races to keep me entertained until the local scene was up and running. These days, there are tons of online streaming options available for short track racing. It's definitely not as good as being there, but at least it's short track racing.

Most of the races being streamed this time of year are coming from Southern states with warmer climates. Every one of the streamed races I watched

Streaming racing to pass the time

reminded me of how fortunate we are in the upper-Midwest on several accounts. The main items were inversions, car counts and passing.

Every show I attended last year around home had an invert or a random draw for the lineup. An inversion sure makes for a more entertaining night than watching the fast qualifier start on the pole and run away from everybody.

The car counts in our neck of the woods are still pretty solid as well. The numbers might not be in the range they were 15 years ago, but for the most part we still have double-digits.

And lastly, it seems drivers around here are more willing to try to pass another car. It used to be only the "bad guys" or "villains" would lay the bumper in an attempt to make a pass. Somewhere along the way things changed and it's no longer considered dirty driving to move a guy out of the way. These days it's pretty much the accepted norm. I feel sorry for guys that are leading a race in the South that have to deal with a restart near the end of the race. The chances are pretty slim they're going to make it back to the checkered flag in the same spot.

Now that the snow is finally gone, I can go back to watching racing the way it was meant to be watched; live and in person. Having a hot dog and popcorn at home in your recliner just isn't the same as having them in the bleachers at the track. I even went as far as buying empty popcorn boxes, but it didn't help. There's just something refreshing and much cooler about smelling high octane race gas, burnt gear lube or burnt rubber on a cool Spring evening that you won't get from a streamed event.



The Midwest

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Racing Nuggets



PJ "Jacklyn" Nuttleman

The first time I met Carl Wegner, his huge meat hook of a hand completely swallowed mine, when he grabbed it as my husband Toby introduced us. They were hard working hands that built so many engines that powered many racers to Victory Lane.

My husband Toby called me on Monday to tell me the news of Carl's passing. I'm grateful for having met him. He was a colorful character with a great sense of humor. I was however, at a bit of a loss as to what to say to Toby.

"All of my friends are dying," he said with so much sadness dripping from his words.

My heart hurt for him. He's had way too many racing friends pass away in recent years. It comes with aging.

Carl was 70. The older we all get, the younger that seems.

Inevitably, when someone passes away, the memories and stories pour out of everybody. Toby had a lot of them, and so did Steve Holzhausen.

Holzhausen says the first time he actually met Carl in person was when they attended a meeting for the CWRA series. He and Toby brought their race engine with them, to get it to Carl for a freshening job.

Needless to say, after the meeting there were plenty of cocktails consumed. The boys still had to get the engine transferred to Carl. No cherry picker to lift it? No problem.

Carl walked to the truck that Steve and Toby drove to the meeting, dropped the tailgate, and picked the 500+-pound engine up with his bare hands. He then proceeded to CARRY it to his pick-up truck and set it down in the bed.

As Steve and Toby were picking their jaws up off of the ground, Carl gave a laugh and climbed into the cab of his truck, sliding behind the wheel. He fired it up and mashed on the gas, spewing gravel toward the boys. They watched the race engine begin to tumble toward the back of Carl's pickup bed (with no tailgate) in horror.

Carl noticed it too and slammed on the brakes—causing the engine to reverse direction, tumbling and rumbling back up to the front of the bed, whacking the cab. Carl gave a wave and barreled away again.

"That's my engine," Steve said in disbelief to Toby. "Yep."

Steve and Toby ran together a lot through the 80s and 90s, as they were both embarking on their racing careers. Carl played a large role in helping them along the way. When racers who showed incredible talent, but were short on funds ended up on Carl's radar, he utilized sweat equity to make everyone a winner. Not only did Toby save money by working with Carl on engines for Steve—but he learned A LOT along the way.

Toby practically lived with Carl and his wife Jane in the 90s. The Wegners always opened their home to folks like Steve and Toby, who helped to worked on their race engines.

"You always knew where you stood with Carl," Toby said. He wasn't afraid to tell you how he felt about something, or call you out if he felt you needed to re-evaluate something you did or said.

Being serious wasn't his natural state; Carl was a jokester. You learned quickly, if you stood next to him, you needed to protect the family jewels. Any unsuspecting guy standing next to Carl was sure to get a whack from the back of his huge hand to the nether region.

He had a blowgun that he would use to shoot darts at you from across the room. He was quick witted and loved to have fun, but he also knew when it was time to get down to business.

He was the epitome of hard work. Carl was working on the first Ford concept engine—a 302 block concept with a steel head. Toby was working for Rick Skalzo at the time, in Rice Lake. That concept engine was going to be used in a car that Toby was building for Dick Trickle. However, it needed to be tested under race conditions—and Holzhausen was going to pilot it for that at the track in Wisconsin Dells.

Carl made arrangements for Toby to come and pick it up later that week. Apparently, the concept engine was doing well on the dyno—really well—until it burned a hole between two cylinders.

Toby got a call from Carl, who told him about the snafu. These things happen in the early phases of concept engines. He needed to bump the pickup date to race day... so it would be best if Toby could just bring the car to the engine shop. They'd work together to get everything squared away and put into the car.

At 7am, Toby rolled into Wegner's shop. No one was there. The engine was still on the dyno stand—warm to the touch.

World-Class Workhorse

Toby started dressing it and before long, Carl and the guys showed up to help him finish the job and get it dropped into the race car for Steve to drive that afternoon at the Dells.

"That was a bad ass engine," Toby said with smile as he reminisced. Steve got up to second and was running the leader down—before he stuck a lifter.

Trickle and Holzhausen would go on to win A LOT of races with it. Steve set a track record for the ARTGO Challenge Series at La Crosse during that time with it—breaking into the 18-seconds for the first time. Toby thought it was an 18.903.

Adam Degenhardt owns the car and engine now. It's still competing, as an ACE engine now, but it was certainly built to last.

And the memories of Carl will last too—through the stories of shenanigans, the people he helped, and the checkered flags and championships that have been and will continue to be picked up with Wegner power under the hood.

Godspeed, Carl. 🏁



Kim Kemperman photo

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Going in Circles



Charlie Spry

The year was 1980. Gas prices topped a dollar per gallon for the first time ever, the Rubik's Cube made its debut, and the Pac-Man video game was unveiled. The average cost of a new car was around \$7,000, and you could drive home with a new Trans-Am for around \$10,000.

There was also some good news on the racing front in southern Wisconsin, as the Capital Super Speedway was reopened. Sam Bartus had changed it to a high-banked, half-mile oval in 1969, and it did well for a few years but began running into hard times in the later 1970's. By 1979, the track abruptly closed early in the season, citing lack of fans. ARTGO shows did well here, as that was the only racing run there the rest of the year.

Things weren't looking too good, but Fred and Ted Nielsen purchased the track, and had John and Sue McKarns act as managers of the facility, cleaning and painting and putting the facility back in shape and doing a great job of managing the track.

The track ran its first race of the season on May 25th, 1980, with a sunny Sunday afternoon greeting all. Steve Burgess cleaned house on the opening day, setting fast time, winning the dash, his heat, and the feature. Other victors of heat races were Doug Buhmeyer, Axel Dahlberg, and John Speer. Butch Mierendorf captured the win in the semi. Late models were the only division run but spectator drags proved popular as well that first afternoon and throughout the season.

The following Friday night brought forth severe storm and tornado warnings on race night. I remember

Joe Shear picking up an ARTGO win at Capital (now known as MIS) in 1980

John Quinn photo



thinking "There is no way they will race tonight." After calling and being told they were racing, I headed to the track, thinking along the way, "They will be cancelled when I get there," but, the show went on and was completed, even with small car count and fan count as well. I thought that this showed that these folks were very committed to putting races on here. It kind of set the tone. If you were wondering why I didn't just check my smartphone on the way, well, they weren't around yet, or the internet, or any of that fun stuff! Dave Watson took the feature win over Al Schill that night.

Soon, more and more drivers appeared. Joe Shear showed up and won a feature, the first of six he would win that year on the way to the track title. Larry Detjens and Dick Trickle took feature wins as well.

In addition, many regular drivers from the Rockford Speedway started coming to race, including Rich Bickle Jr., who was racing a Nova late model at Rockford and Lake Geneva in 1980. Wes George, Glen Stout, Wayne Swartwout, Terry Ciano, Wayne Lensing, John Luther, Dave Fossum and others came to race.

Drivers from Lake Geneva Raceway also started showing up. Keith Selvog, Gary Krueger and others also came. Drivers who called Jefferson and Columbus 151 Speedways home also showed up, as Pete Seitz, Fran Everson, Pete Moore, Jug Hur,

Dennis Fuchs, and Jim Johnson started making appearances, as well as others.

If this sounds like quite a group of varied cars from varied places, it really was. You never knew who would show up from week to week, and the racing was fun to watch. This was all in one division together, and a reported fifty-two cars showed up one night.

Some drivers really supported the track well from opening day, as I remember Butch Mierendorf, Al Schill, John Speer, and Jerry Eckhardt making most, if not all of the shows.

The following year a quarter-mile track was carved into the infield, with a common front straight, turns 1 and 2, and back straight with the half-mile. Soon, Sportsman cars would come from near and far and add good car counts to the show. But for that one year, everyone just ran together.

The track went through several different owners and was even dirt for a short time. It was even closed once again in the late 1980's and early 1990's.

Now, we have come back to the current owners, Gregg and Angie McKarns and family. As you probably know, Gregg is the son of John and Sue. Could the new Misfitz division be a catch-all of racers like the late model division was in 1980? Here's hoping it is.

Now, if I can only find a mint Trans Am to purchase for \$10,000, or a new car for \$7,000!



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New Dirt



Jacy Norgaard

With racing season about to start in our neck of the woods, I've been thinking a lot about the future of the sport. While my column will focus heavily on the dirt track section of the racing party, I believe it's important to discuss the issues affecting the sport in general. Anyone who has tuned into a recent NASCAR race can see there is a serious issue with bringing fans into the stands. NASCAR has the marketing tools and the financial ability to sell their product to a new generation of fans. The problem I see with them has to do with the product they are offering. Local racing for the most part seems to have the opposite issue. The product is fairly decent, but the marketing is stuck in a by gone era. Let's face it, the pace of change has only quickened and will only continue to quicken. Sanctioning bodies, associations and tracks need to collectively embrace the changes and bring new blood into the sport. While there are various topics we could discuss from social media engagement, fan interaction, brand enhancement and structural changes, I'll focus on fan interaction. I believe that is a good place to start as a well-rounded product is easier to market.

Embracing the future

Implementing these types of changes hasn't proven to be all that difficult for the organizations that have been willing to try. A great example is the wonderful work that IMCA has done with respect to social media presence and live streaming races. Just recently they even launched an Apple TV channel with Roku soon to follow. These bold moves are important for bringing a new audience into the fold. Catering to the demands of a constantly changing consumer and having a product that excites people will only lead to long term success. I recognize that not all series and tracks have the ability to live stream races or create their own channels. But there is more than one way to increase and diversify your fan base. Over the past few seasons, Ogilvie Raceway began having one driver a week pit behind the grandstands in a designated pit stall area. This pit area was roped off but completely visual to all the fans. Anyone could walk by and see drivers and crew work on the race car and interact with them. These sort of bold ideas are exactly what is needed.

I had the opportunity to take in the Final Four festivities recently in Downtown Minneapolis and also attend the National championship game. From informational booths complete with games, video boards, interactive exhibits and more, it was easy to see why so many were drawn to the Final Four experience. You got to bask in the greatness of the event and have a good time doing it. While walking around Nicollet Mall taking all this in, I couldn't help but think how great it would be if racing did something similar. Give the fans the ability to interact and get up close and personal with the race cars, the drivers and the track. What you're doing is creating an experience. You are teaching people about the sport and generating interest. When you have more to offer than just the races, you will be able to attract people. Once you get them into your facility, if your product on the track is good then you should see good results.

Perhaps you could have an interactive chassis that fans could see, a cut away type of deal that showcases the many interworking's of a race car. Complete with videos or handouts explaining what certain parts are. Maybe an area where people can learn and understand how track preparation or officiating works, or a way for them to view the scoring tower. These sort of behind the scene looks at the sport are just one area where more fan interaction could lead to interest in the sport. Having interactive activities or materials throughout your racing event is also a good way of generating interest. Whether that be enhanced programs that explain certain aspects of the sport, more fan to driver interactions or trivia type games.

There's no right answer, other than trying new things. Those willing to invest into a revitalization of their series or track who are bold enough to try and sometimes fail, will only succeed. You don't need a big check book to take steps like this. Just the right attitude and an understanding that the future of our sport depends on our ability to keep up with the world that we live in. Whatever new and exciting interaction you come up with, you can probably find a sponsor willing to finance it for the marketing. I challenge any series or track to try something new to engage with their current fans and new fans. If you want help or suggestions, do not hesitate to reach out. I'm all for supporting those whose mission is to improve our sport for the good!

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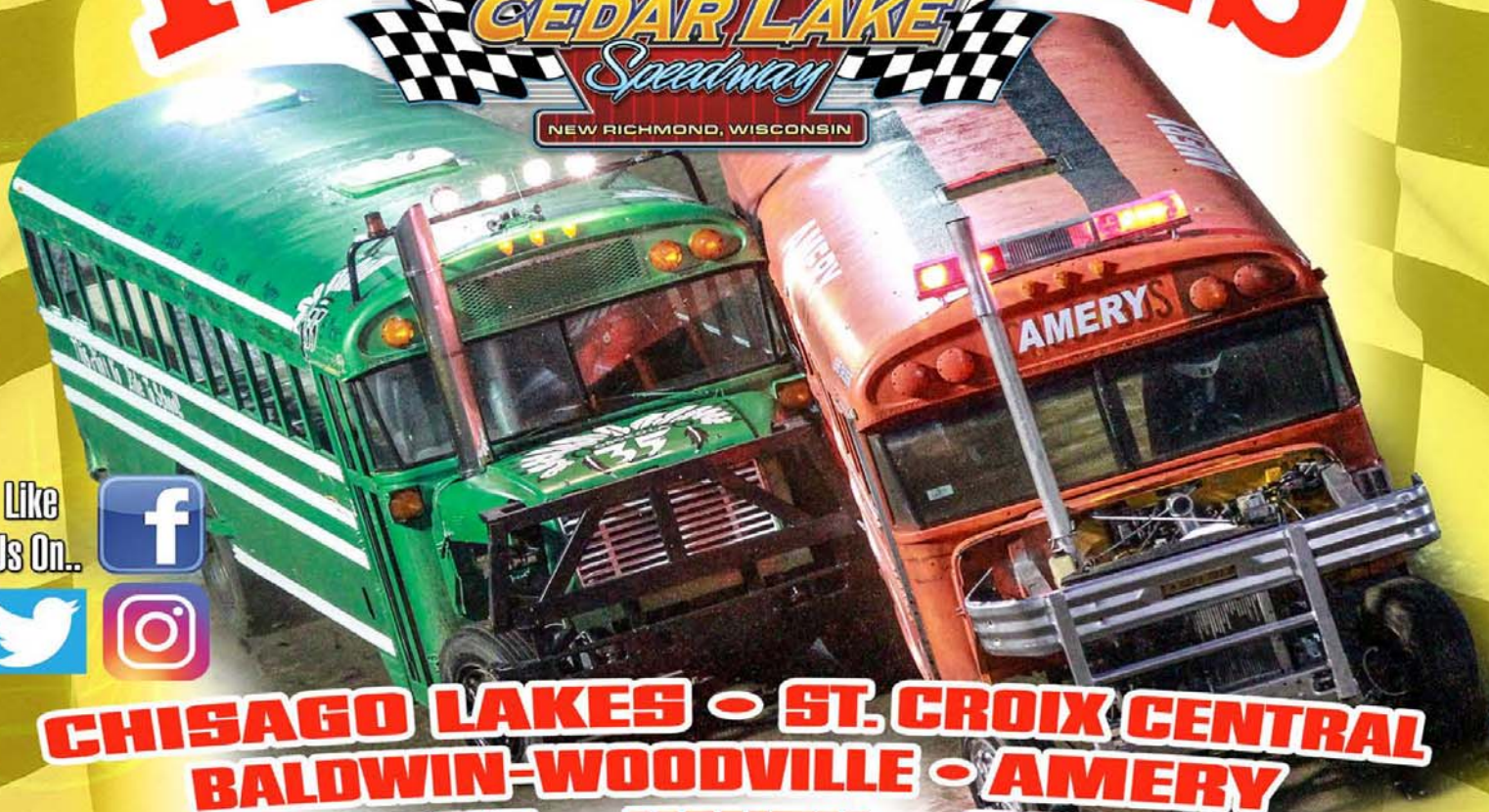
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MAKING IT IN MOTORSPORTS

Ryan Johnson got his start in quarter midgets at the age of six. Soon thereafter he found his way into a Great North Legends car, a Midwest Modified and a pavement Super Late Model. After graduating from college, Ryan began working on full-time for teams racing in the IMSA racing series, working for the Tequila Patron team for 5 years and now currently with Core Autosport with their Porsche program. We caught up with Ryan on his transition into a career in motorsports.

How does a kid from Eagan, MN end up working for an IMSA team in Florida and South Carolina?
I would say my connections helped me. Actually, an internship at Derhaag Motorsports really helped get contacts into the racing industry. I definitely want to thank Jim Derhaag for getting me into a professional role. What happened was I met a guy named Leigh Pettipas who had worked for Jim Derhaag and went to the same school as myself. When I met him, he was working for the Patron team. When I was graduating,

I contacted him, and he said they needed a data guy. I had an opportunity to apply for a job there and they took me.

Was a career in motorsports your goal while going to college?

I definitely wanted to do something in motorsports. At a certain point in looking at career paths I was thinking that becoming a driver doesn't seem as likely as becoming an engineer. I started focusing on going to school for engineering, thinking I could still become a driver, like Ryan Newman. But then I started enjoying the racing team part of it. One of the focuses of that could lead to becoming the team engineer.

Do you miss spending time behind the wheel?

Oh, for sure. I'm lucky to still have a chance to drive a couple times a year. Actually, I'm getting an opportunity to drive a Legends car at the Dells for the Icebreaker.

The last few years, you've been able to race when coming home to visit, correct?

Yes, I've run a Legends car a few times, a Thunder Car and a Midwest Modified a couple of years ago.

How many times will you race back home this season?

I'm hoping to race 2 or 3 times this year. Ideally, there would be more



Martin DeFries photo

but it's not always clear how many weekends or opportunities I'll have throughout the Summer.

Any words of wisdom for people that might want to follow in your footsteps?

I would say work hard and tell people what you want to do. Don't be afraid to ask for something. If you want an opportunity to work for a team, tell them and give yourself that opportunity by being vocal about it.



Stan Meissner photo



Martin DeFries photo

Dale's pictures from the past

#26, Mark Lamoreaux racing at State Park Speedway, Wausau, WI (left photo) #5 Mike Reichenberger, racing in 1986 (right photo)



Cedar Lake Speedway NASCAR Dash



Entering it's fifth year of existence, the NASCAR Dash at Cedar Lake Speedway continues to evolve each year and has expanded for the 2019 season. This season will feature additional dates and additional divisions of cars. In addition to Late Models, Modifieds, Pro Stocks and Midwest Modifieds, the 2019 Dash events will include the Sprints Cars (Winged and Traditional) and Limited Late Models as part of a rotating division roster for each event. The 12-race series kicked off in April and will wrap up in August.

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Racing Returns To The Milwaukee Mile



Bruce Nuttleman photo

It's been five years since oval track racing has been held at the historic Milwaukee Mile. Early this year, the ARCA Midwest Tour and Track Enterprises announced the facility would once again come to life for stock car racing on Father's Day weekend. *The Midwest Racing Connection* recently caught up with Gregg McKarns to discuss the return.

How long were you working to get stock car racing at Milwaukee?

Bob Sargent and I talked about it off and on over the course of time. The folks from the Milwaukee Mile came by the Midwest Tour booth at PRI in 2014. It's always been on the radar, but it needed to make sense. Bob and I were talking at PRI in December of 2017. It became more serious there, but we weren't able to put all the pieces in place for 2018. Chuck Deery and I started doing the street drags on Tuesday nights there and have a good relationship with the people at State Fair Park. We continued conversations throughout the Sum-

mer, and there are a lot of people in Milwaukee and nationally that are helping make this happen.

You've been successfully running the street drags at Milwaukee. Was this a way to get your foot in the door?

Well, yeah. Bob asked me to go speak with State Fair Park. I went there, and in the back of my head I was thinking, this could really make sense for our street drags. They're successful at LaCrosse and we've had quite a bit of success with them at Madison. I reached out to Chuck Deery and said this is at the forefront of my head. I really think this deal could work. He said let's take a look at it and we did. It exceeded our expectations.

What was the biggest challenge in getting things for an oval race at The Mile?

Just trying to get the pieces in place. Obviously, everyone wants to do it, but not everyone wants to take the risk. The expense of doing it is so

big, and Bob (Sargent) is able to rely on his resources and knowledge. It's good to have a guy that manning the ship.

What other divisions will be racing during the event?

The ARCA Midwest Tour Super Lates will go for 100 laps. The Midwest Trucks will be there, Mid-American Stock Cars, Upper Midwest Vintage Series and the Vintage Indy Registry.

What are the chances of this becoming an annual event again?

That's the hope. We don't want to do all of this work just to have it be a one-time show. All indications are that we want this to be an annual event for everyone and be successful in year one. There are a lot of people that want to see racing be healthy at the Mile again. Hopefully all of those elements fall into place to bring even more racing to the Mile. We're going to concentrate on this one event for 2019 and see where it goes from there.

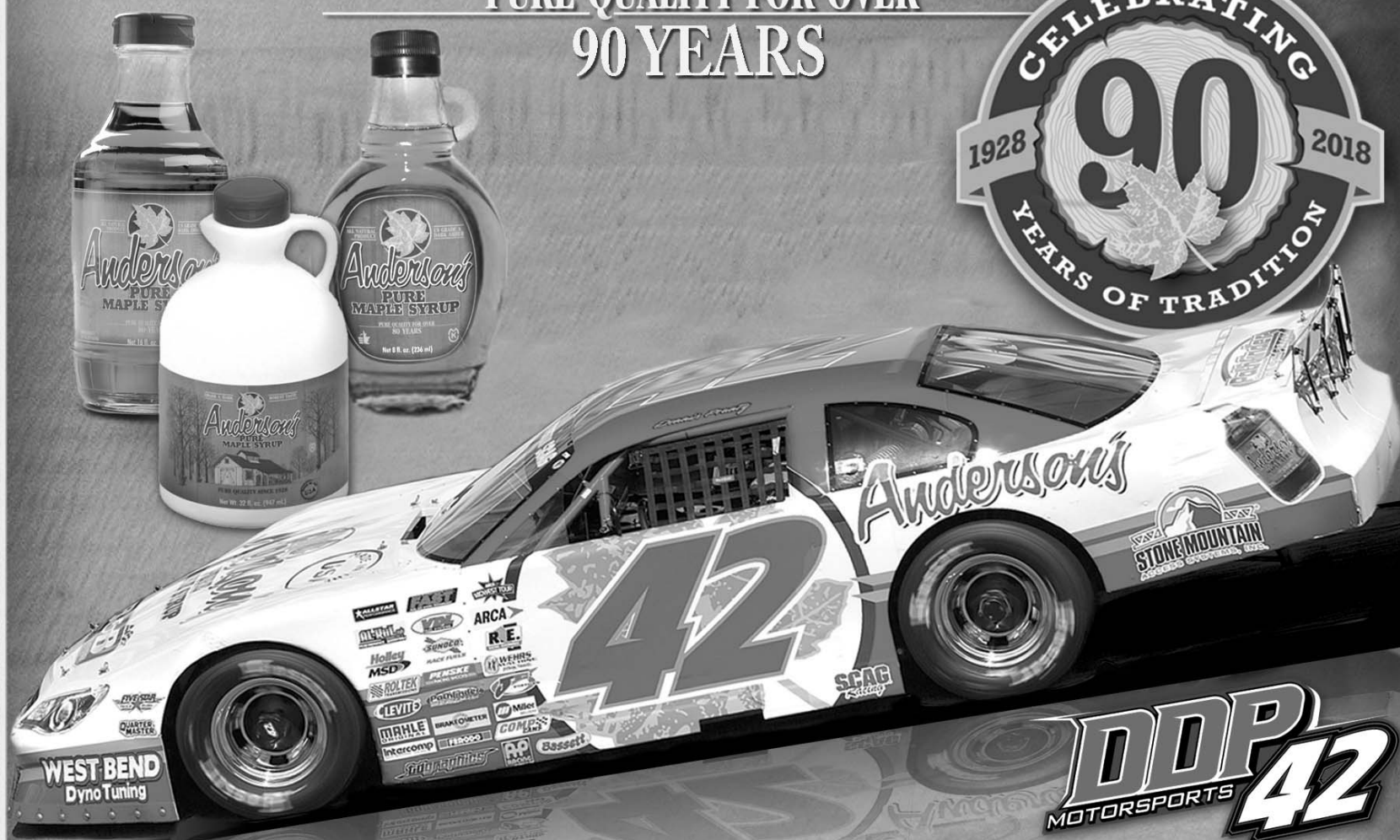
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More seat time for Murgic

Nick Murgic has spent that last few years running select Super Late Model and ARCA Midwest Tour events in the area. With only running a handful of shows each year, Murgic is looking to pick up additional seat time this year. For the 2019 season, Murgic has put together a Late Model to compete in several weekly events at his home track Elko Speedway.

What lead to building the car for Elko?

Really it just comes down to if you want to be one of the best, which everybody strives for, you've got to race a lot. The last couple of years, I only ran five or six times. We didn't have the finishes myself and my crew guys are used to. We all got our heads together and figured we have to commit a little harder and get back into it a little deeper. It was kind of a tough decision, but at the end of the day that's what it came down to.

How often do you plan on racing at your home track?

We're really hoping to get out there about 10 times throughout the season. It won't be every weekend, but with the Tour off days and if there's not a special in the Midwest, we'll most likely be racing at home.

In 2018 you ran two nights at home. How did this come about?

Yeah, I ran Matt Geode's car twice. They were nice enough to work a little bit of a deal. I got out there for the Dwain Behrens race, which was one of my goals.

What will be the biggest challenge to racing occasionally versus every week?

Keeping up with the tires will be tough. With the weekly racing, you definitely need to stay on top of the tire game better. They stay fresher week to week and

if you take a week off it seems to kind of hurt the guys that aren't there. And then track changes as well. As you go through the Summer and it gets warm out, then you get back into Fall and it cools down. I'm hoping to offset that by racing a little bit more and staying on top the driving and the setup of the car.

Will your dad be on your crew again?

Oh yeah, my dad likes to come with and I like to have him there for his knowledge. Not to mention it's a little more fun to have the family around.

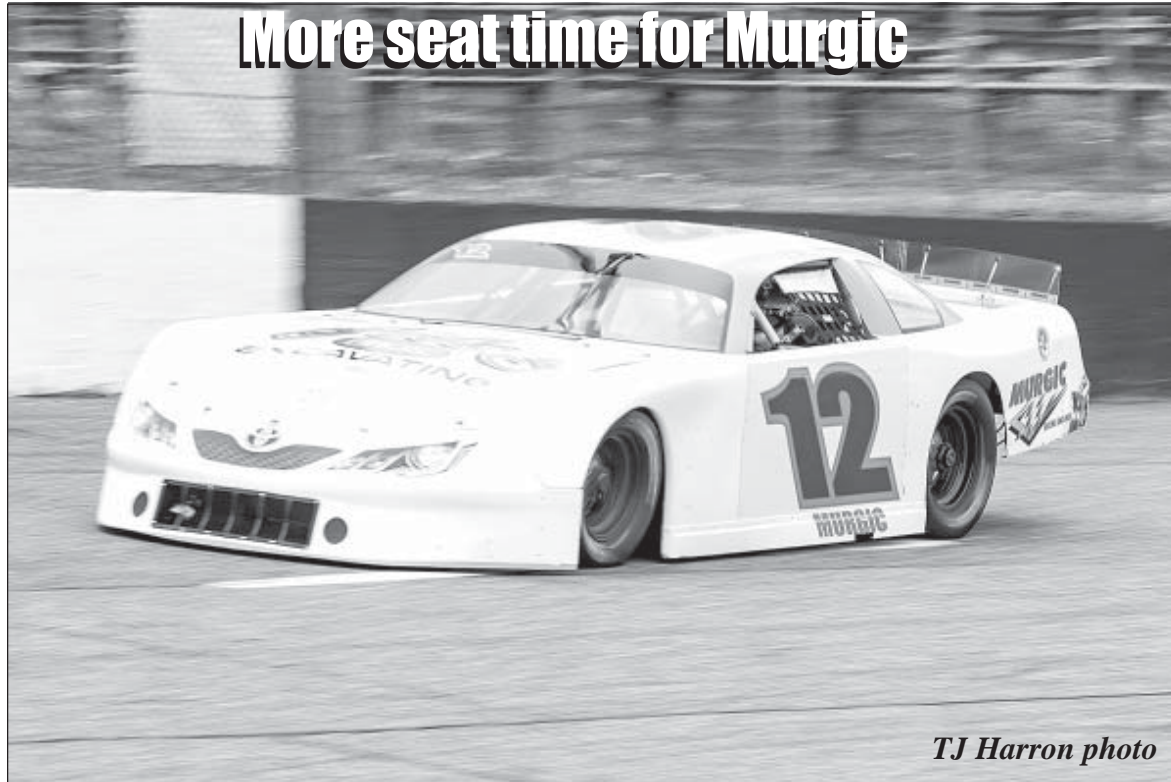
Any chance of talking him into driving the car when you're not at Elko?

I was joking to him about it actually. The Big 8 stuff is a

little more old school. We don't have quite the same technology as the Super Lates and it would be right up his alley. We were joking about getting him into it and out there a little bit. He's not as confident, he knows that its more of young mans game as far as reaction times go. He'll be the first one to admit when he doesn't think he's on top of his game and the time is up.

In addition to Midwest Tour events, what does the rest of your schedule look like?

We'll probably also run the Alive 5 for 5 series at the Dells. I was hoping to make it to LaCrosse for the Frostbuster but the Dell's rained out and obviously that didn't work out.



TJ Harron photo



Bruce Nuttleman photo



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Upcoming Events

May 18
May 19
June 15
June 16

Auto Racing Facts, Observances and Opinions



Dale P. Danielski

It was great to kick off our racing year in fine fashion here at La Crosse Fairgrounds Speedway, West Salem, WI., with the Annual Frostbuster event. A stout field of NASCAR Late Models were on hand for the show and the 25 lap feature race came right down to the wire much to the approval of the enthusiastic crowd on hand.

It's like a broken record, but who do you think emerged with the big win in the main event? None other than the savvy, wiley veteran racer, Steve Carlson who with one lap to go on a double file restart held off both Jacob Goede and Nick Panitzke for the win. Fast qualifier, Ty Majeski, from 13th starting position had a shot at the win late but slipped to 4th at

the finish. Rounding out the top 10 finishers were Bobby Wilberg, Adam Degenhardt, Dean Cornelious, Brad Powell, Mike Ehde, and Ty Reedy. You couldn't ask for a better way to start the season and if you ask Steve Carlson about the rest of the season, he claims there is much more excitement to come!

A full program of racing was scheduled at Lax Speedway with 27 NASCAR Late Models, 11 Sportsmen, 10 Hobbystocks, 20 Street Stocks and 23 Hornet race cars ready to roll. Winners in those divisions were Sam Niles, Kaleb Hardy, Jake Schomers, and Ridge Ojen.

With the opening race here, next action for the track is Saturday, May 11th when the weekly race season begins.

Here and there...It would appear racing on Saturday afternoon can work as the event at Lax. Speedway drew a sizeable crowd. The fact that it was

Easter weekend didn't seem to affect the crowd size either..A strong contingent of Minnesota racers were on hand in the Late Model Division with "Coach" Mark Lamoreaux offering assistance to the teams. Lamoreaux would know a thing or two about racing here as he raced regularly at the 5/8 mile paved oval, also winning a CWRA Championship back in the 1990s when the speedway was included on that circuit...Dean Cornelious was one of the drivers Coach Lamoreaux was assisting. Last we'd seen, Cornelious was dirt track racing, although he was a pavement racer for years. It would appear the team is going to pick and choose some Late Model events this year at different tracks. Hopefully we get to see more of him at Lax in 2019. With a 9th place finish in the Frostbuster main against a very strong field, it should provide the incentive to do just that...We couldn't make a return visit to Dells Raceway Park for the re-scheduled Ice Breaker event, but we see where

Casey Johnson was the \$3,000 winner of that 100 lap event...Speaking of the Dells, Jerry Auby has taken on the lease from Wayne Lensing to run the track this year. The promotion business, never being an easy task, we wish Jerry the best this year...Looks like our next racing action will be May 4th at Marshfield Motor Speedway, Marshfield, WI., for the CWRA Stars to Legends Tour opening race. A field of 20 CWRA late Models is expected to compete and with membership sign ups at over 30 thus far as many as 30 racers

Dean Cornelius is scheduled to make several pavement appearances this season



Dan Plan photo

continued on page 16

Steve Carlson (left photo) started off his LaCrosse Fairgrounds Speedway title defense with a win in the Frostbuster. Casey Johnson (right photo) picked up the season opening Icebreaker at Dells Raceway Park.



Dan Plan photo

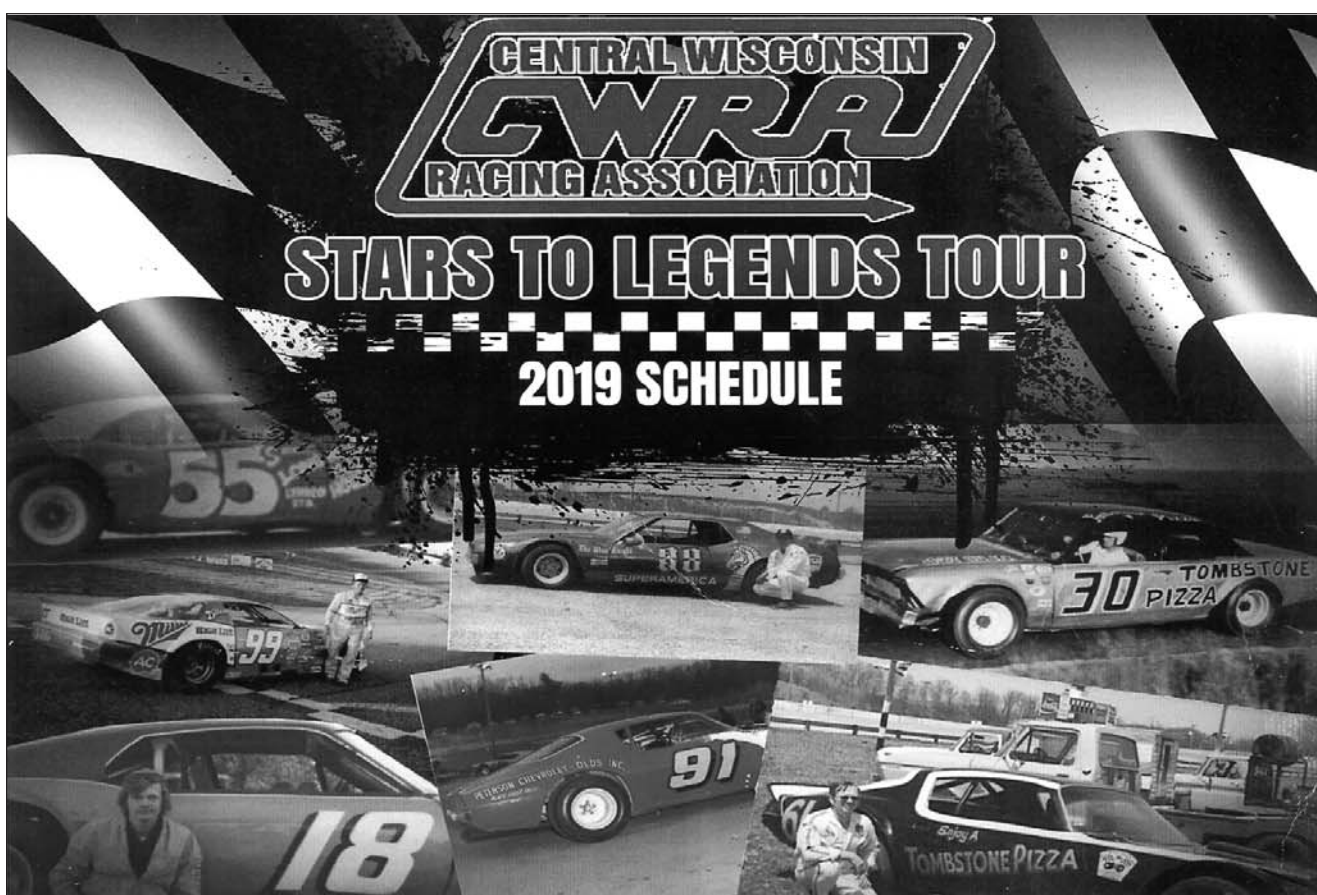


Doug Hornickel photo

Racing Facts, Observances and Opinions
from page 15

could be competing on the day. 2018 Tour Champion Jeff Weinfurter will be back to defend his crown, along with 2017 Champion Frank Nitzke. Others that will be racing include Mark Mackesy, Darren Jackson, Darek Gress, Derrick Van Dreel, Monte Gress, Rachel Kallas, Brian Henry and Jesse Bernhagen. There has been a lot of outside the Central Wisconsin area interest as La Crosse area drivers, Rob Christen and Jason Stark plan to be on hand. Fox Valley racer and Norway Speedway, Norway, MI., Champion Mike Reichenberger plans a return to CWRA racing as well. A strong contingent of Upper Michigan racers have also indicated they will be on hand, headed up by Putch Bentley. All in all should be a great show May 4th, Saturday afternoon, at Marshfield Motor Speedway. Other CWRA Stars to Legends Tour races to look forward to include, May 17th, Golden Sands Speedway, Plover, WI., for the Marv Marzofka honoring event, and May 25th at Dells Raceway Park for the Lyle Nabbefeldt Memorial. June 1st will see the Tour back at Marshfield for the Salute to America Night show...And in the looking back in time department, May 20th, 1989, it was Steve Carlson winning the ARTGO 100 lap feature at Dells Motor Speedway, Wis. Dells, WI. Following Carlson at the finish were Joe Shear, Rich Bickle, Allen Check, Terry Baldry and Steve Holzhausen...On May 20th, 1989, it was Kevin Nuttleman winning the 20 lap NASCAR Winston Racing Series feature at La Crosse Fairgrounds Speedway, West Salem, WI. Following Nuttleman at the line were, Nick Carlson, Jerry Bottcher, Tim Sauter and Tim Nelson...Jerry Redtzke won the 25 lap Late Model feature as part of the Wissota Invitational at Marshfield Super Speedway, Marshfield, WI., Friday, April, 14th, 1989. Following Redetzke at the finish around the 1/2 mile Clay oval were Tom Nesbitt, Pete Parker, Larry Prochnow and Kerry Hansen...On August 1st, 1971, it was Marv Marzofka winning the 30 lap feature race at Golden Sands Speedway, Plover, WI. Following Marzofka at the Checkered flag were Jim Sauter, Jim Back, Bill Wirtz and Ron Beyer.

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



Marshfield Motor Speedway (Marshfield, WI)

Golden Sands Speedway (Plover, WI)

Dells Raceway Park (Wisconsin Dells, WI)

Marshfield Motor Speedway (Marshfield, WI)

Golden Sands Speedway (Plover, WI)

State Park Speedway (Wausau, WI)

State Park Speedway (Wausau, WI)

State Park Speedway (Wausau, WI)

Dells Raceway Park (Wisconsin Dells, WI)

Marshfield Motor Speedway (Marshfield, WI)

Golden Sands Speedway (Plover, WI)

Saturday May 4th (Afternoon Race)

Friday May 17th (Marv Marzofka Race)

Saturday May 25th (Nabbefeldt Memorial)

Saturday June 1st (Dairyfest 60)

Friday June 14th (Albert Getzloff Race)**Thursday June 27th**

Thursday July 18th (Trickle, Reffner Honor)

Thursday August 8th (Mike Miller Race)

Saturday August 10th (Walbeck Classic)

Saturday August 17th

Friday August 23rd (Championship Race)

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Shane Carlson

Sometimes, knowing how to lose before learning how to win is one of the best things a competitor can learn. Competitors are able to learn from their mistakes, take their lumps and build up a notebook of information so the next time around, they are better prepared to come out on the winning end.

Cole Custer nearly won the NASCAR Xfinity Series title in 2018, as he made it to the Championship 4 and led 95 laps in the Homestead finale, but ultimately finished second to Tyler Reddick in both the race and the championship.

There's no doubt Custer would like to have the race in Homestead back, but it should benefit Custer in the long run and the results are beginning to show.

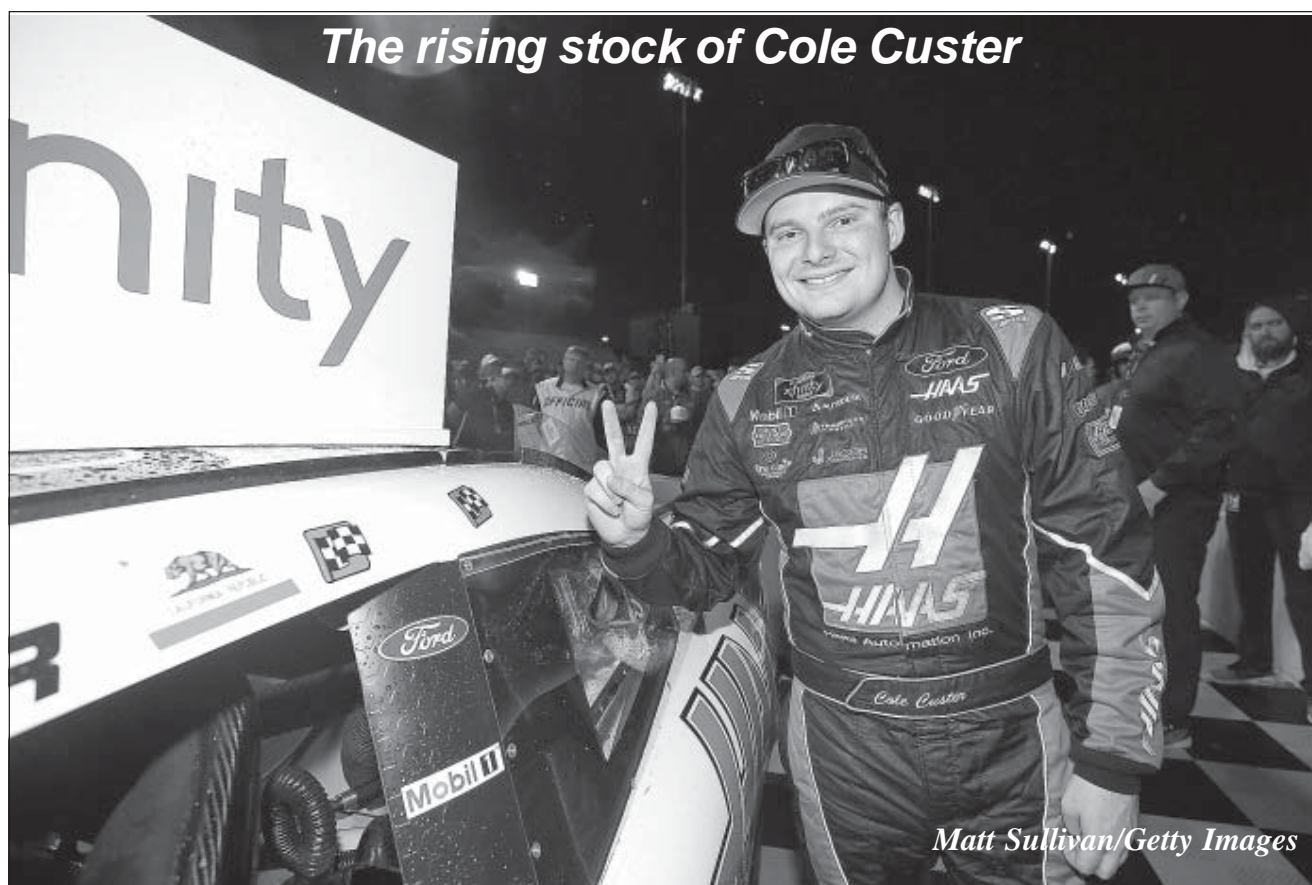
Custer is back for another run at the Xfinity Series title this year and is determined to reverse last year's outcome.

So far in 2019, it appears Custer is picking up steam. Through the season's first eight races, Custer has collected two checkered flags, equaling his win total from 2017 and 2018 combined.

Wins at Fontana and Richmond have locked Custer into the playoffs, and with four top 10s in addition, Custer's confidence is growing on the track as well as in his interviews throughout the weekend. He's admitted he was not always the most comfortable in front of the camera but with all the time he spends running up front, he's starting to get used to it.

Though the season is still young, Custer and the rest of the No. 00 Stewart-Haas Racing with Biagi-DenBeste Ford Mustang team has had to overcome the departure of crew chief, Jeff Meendering, who is now atop the pit box calling the shots for the No. 19 Joe Gibbs Racing entry of Brandon Jones.

Veteran Mike Shiplett is serving as the crew chief for Custer, after the Chip Ganassi Racing saga unexpectedly shuttered the team's Xfinity Series operation, leaving Shiplett available for employment elsewhere.



The rising stock of Cole Custer

Matt Sullivan/Getty Images

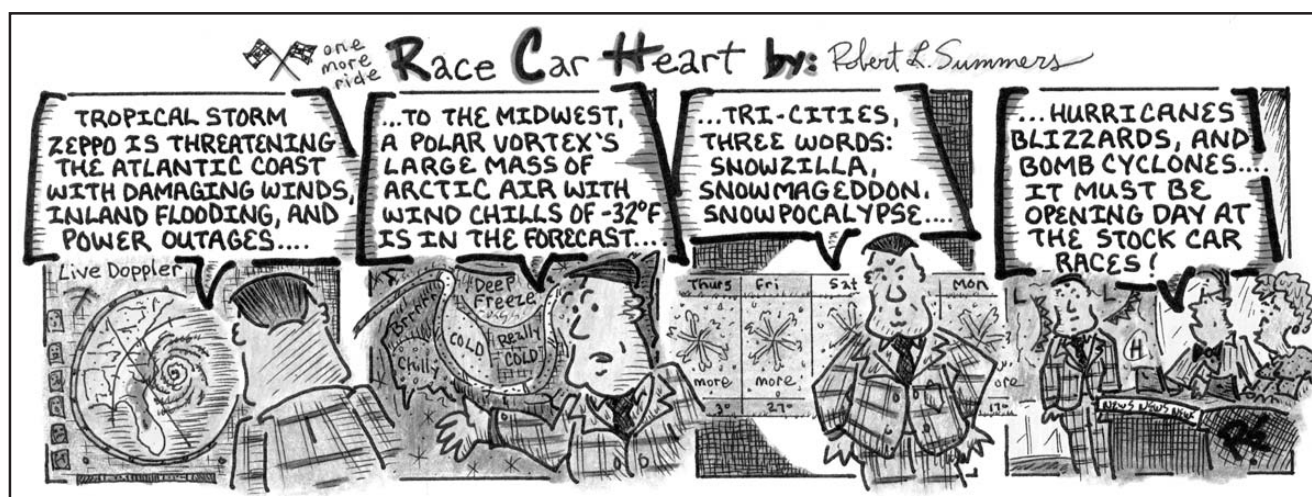
Shiplett has worked at both the Cup and Xfinity level, including 17 wins in 191 race in the Xfinity Series dating back to 2007, where he has worked with drivers Kasey Kahne, Elliott Sadler, Patrick Carpentier, Kyle Larson, Justin Marks, Brennan Poole, Alex Bowman, Tyler Reddick, Ross Chastain, Jamie McMurray and John Hunter Nemechek.

With Shiplett's leadership and Custer's growing confidence, it shouldn't come as a surprise to see this team in the Championship 4 once again at season's end and hoisting the trophy this time around.



Sean Gardner/Getty Images

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MONDAY 27-MAY / WISCONSIN INT'L RACEWAY
SUNDAY 16-JUNE / THE MILWAUKEE MILE
SATURDAY 29-JUNE / ROCKFORD SPEEDWAY
TUESDAY 6-AUGUST / WISCONSIN INT'L RACEWAY
FRIDAY 16-AUGUST / MADISON INT'L SPEEDWAY
SATURDAY 31-AUGUST / DELLS RACEWAY PARK
SAT/SUN 5-6 OCTOBER / LACROSSE SPEEDWAY



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FRIDAY 24-MAY 7:30PM / BANDIT BIG RIG SERIES / SEMI-TRUCK RACING
FRIDAY 31-MAY 7:30PM / SUPER LATE MODEL 'ALIVE FOR 5 SERIES' ROUND 2
FRIDAY 7-JUN 7:30PM / KID'S NIGHT (AGES 11 AND UNDER ADMITTED FREE)
THURSDAY 13-JUN 7:30PM / THURSDAY NIGHT STREET DRAGS
FRIDAY 14-JUN 8PM / SHORE LUNCH 200 / ARCA RACING SERIES WITH LIVE PIT STOPS
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