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July 2020

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Publisher's Note Racing According to Plan



Dan Plan

While many tracks near my home base have begun to open, a few in the area that still have restrictions in place that don't make it economically feasible to open or simply can't open at all. It's a frustrating

Great crowds and car counts

situation but has led to some phenomenal crowds and car counts. I've been to several weekly shows with nearly 150 cars in attendance, and this year's Masters at Cedar Lake set an event record for fan attendance. At the end of the month, I attended the Dick Trickle 99 at Dells Raceway Park and saw an awesome crowd. Even snuck in a show at Daytomah (Tomah-Sparta Speedway) on the way to the Dells. Gregg Oliver continues to make progress and I swear there were twice as many people and twice as many cars as my last trip to Tomah.

In addition to the crowds and car counts the on-track action has been exceptional. The Late Model portion at the Masters saw three different winners over three different days. When the weekend started out with Jimmy Mars in victory lane on Thursday, I figured he was a shoe in to sweep the weekend. He led both the Friday and Saturday night Late Model features, but ultimately had to settle for a couple of second place finishes to round out the weekend. I didn't think I'd see Jimmy get passed for the lead two times in one weekend, but Jesse Glenz (Friday) and Rick Hanestad (Saturday) were able to accomplish the feat.

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July 2020

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Racing According to Plan from page 3

The USRA Late Models were also part of the show for this year's Masters. Joe Provinzino remains undefeated at Cedar Lake after winning Thursday and Friday in his first two appearances in a Late Model at the track. Family commitments on Saturday prevented Joe from sweeping the weekend with Lance Hofer picking up the Saturday night USRA main event.

The USMTS portion of the Masters saw over 60 mods on hand. Rodney Sanders looked to sweep the weekend with Thursday and Friday night wins, but Terry Phillips hit the setup right for Saturday night and went home with the \$10,000 payday.

It had been a few years since I went to the Dells and everything was just as good if not better than the last time, I made the trip. This was my first time seeing the UMA 602 Late Models and they had one of their largest fields to date and put on a heck of a show. Tim Sargent (also known as Randy Sargent's dad) came out of retirement to pick up the win. The Legends and Super Lates both had strong fields requiring a last chance race. Tim Brockhouse held off a hard charging Austin Jahr in the Legends. The Super Late feature saw numerous side-by-side battles throughout the course of the 99-lapper. Fast qualifier Ryan Farrell and Andrew Morrissey waged a pretty cool battle for the top spot with Farrell coming out on top.

After a late start to the season, in just a little over a month, I've seen some fantastic racing (dirt and pavement), witnessed some pretty cool fireworks and saw crowds that made me believe short track racing is alive and well. Hopefully this trend continues for the remainder of the 2020 racing season.

**2020 EVENT SCHEDULE**

SAT, MAY 16	(2 PM)	■ SPRING FLING SEASON OPENER: LATE MODELS (TWIN 20 FEATURE), SPORTSMEN, HOBBY STOCKS AND HORNETS.
SAT, MAY 23	(2 PM)	■ LATE MODELS, SPORTSMEN, HOBBY STOCKS AND STREET STOCKS.
SAT, MAY 30	(2 PM)	■ LATE MODELS, SPORTSMEN, HOBBIES, HORNETS AND MINI VANS. BUCK NIGHT- ALL CONCESSION ITEMS \$1, BEER \$2.
SAT, JUNE 6	(7:30)	■ LATE MODELS, SPORTSMEN, HOBBY STOCKS AND STREET STOCKS.
SAT, JUNE 13	(7:30)	■ LATE MODELS, SPORTSMEN, HOBBY STOCKS, HORNETS AND JUNIORS
SAT, JUNE 20	(7:30)	■ TWIN 20 LATE MODEL FEATURES , SPORTSMEN, HOBBY STOCKS, HORNETS, VANS AND FAN PHOTO NIGHT
SAT, JUNE 27	(7:30)	■ SMASH O RAMA FEATURING A ATV AERIAL DISPLAY, BOAT RACE, MONSTER TRUCKS FIREWORKS AND MORE.
THUR, JULY 2	(7:30)	■ STAR SPANGLE SPECTACULAR - TWIN 20 LATE MODELS FEATURES, SPORTSMEN, HOBBY STOCKS JUNIORS AND FIREWORKS
SAT, JULY 11	(7:30)	■ QUARTER MILE MANIA - HORNETS, STREET STOCKS, VANS, CONTACT DRAGS AND DEMO DERBY
WED, JULY 15		???????
THU, JULY 16		FAIR TIME DRIVE IN THEATER (INSIDE THE RACE TRACK).
SAT, JULY 18	(7:30)	■ TWIN 20 LATE MODEL FEATURE , SPORTSMEN, HOBBY STOCKS, MINI VANS AND VINTAGE CARS
SAT, JULY 25	(7:30)	■ LATE MODELS, SPORTSMEN, HOBBY STOCKS, HORNETS, AND JUNIORS.
SAT, AUG 1	(7:30)	■ LATE MODELS, SPORTSMEN, HOBBY STOCKS, HORNETS AND TRAILER RACE OF DESTRUCTION
SAT, AUG. 8	(7:30)	■ LATE MODELS, SPORTSMEN, HOBBY STOCKS, STREET STOCKS AND JUNIORS. PLUS: BUCK NIGHT CONCESSION ITEMS \$1, BEER \$2
SAT, AUG. 15	(7:30)	■ TWIN 20 LATE MODEL FEATURES , SPORTSMEN, HORNETS AND VANS.
FRI & SAT AUG. 21/ 22--(TBA) CONCERT		
SAT, SEPT. 5		200 LAP ENDURO , MINI VANS, HIGH SCHOOL RACING ASSOCIATION REGION EVENT.
SAT, SEPT. 12	(7PM)	■ NIGHT OF DESTRUCTION - ATV AERIAL DISPLAY, JET CAR, MONSTER TRUCKS, TRAILER RACE, JET CAR, FIREWORKS AND MORE.

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Auto Racing Facts, Observances and Opinions



Dale P. Danielski

Nothing feels anywhere near right at this point in time, but some racing has been witnessed and that is certainly a good thing. A starting point at least should we say?

It was off to Dells Raceway Park, Wis. Dells, WI., for the Annual Lyle Nabbefeldt Memorial race, Saturday,



*John Beale is leading the points for the CWRA tour
(TJ Harron photo)*

May 30th, and a great field of CWRA Super Late Models were on hand to do battle. When the smoke had cleared, it was prolific winner at the Dells track, Jesse Bernhagen in victory lane, in Feature number one, while Harley Jankowski, in a photo finish, captured feature event number 2. A stout field of 20 Super Lates were on hand to do battle and racing was competitive and close as is usually the case in CWRA

competition.

Always great to be a part of the Nabbefeldt racing tradition and numerous family members were on hand to enjoy the action, along with the Chicken Coupe car that Nabbefeldt made famous racing.

And, getting to another race event, (can you believe it!) we were off to State Park Speedway, Wausau, WI., Thursday night, June 4th for more CWRA action. A twin feature format as is customary for CWRA, greeted the large crowd in attendance for the race. Travis Volm who always runs well at this track was victorious in one of the features while John Beale took the other. Ultra competitor racing with the CWRA group as usual and more of the same was expected for a June 25th event there.

But before that, it was an 18-car field at Marshfield Motor Speedway, Marshfield, WI., Saturday night, June 13th for more CWRA racing. John Beale, who is leading the CWRA Tour points, didn't hurt his cause one bit as he captured one of the two main events held on the night. Mark Mackesy took the other as he continues to keep the pressure on Beale in pursuit of the Season Championship.

Mackesy further helped his cause by winning a CWRA main at State Park Speedway Thursday night, June 25th. Looks like it's going to be a back and forth affair with the two, with half the season yet to go. Paul Paine, the Minnesota traveler has been searching for that first CWRA Tour win for over 20 races now, and voila, it finally happened at the Wausau track. Paine was victorious in a 35-lap feature outpacing Beale and defending Tour Champion, Jeff Weinfurter. Getting that first win has also put Paine in the title picture with numerous events yet to contest. As competitive as the Tour is, it will be interesting to see how things shake out. Heading to larger tracks from here on in, who will

*Paul Paine in victory lane
(QC Willy photo)*



*Racing Observances continued
on page 7*

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have the advantage? The Marshfield 1/2 mile will be the next test, with the John Brevik Memorial being held 7/11/20. Brevik who was a CWRA regular for many years, passed away earlier this year and will be honored at the race. Interesting of note, how the race day falls on 7-11, which is the car number Brevik used in competition. After that event it's another large track venue, as La Crosse Fairgrounds Speedway will host the CWRA group on July 15th. It will be a Wednesday night race, just like the old days, when CWRA was part of the weekly racing schedule. The appearance by CWRA at the track will be the first in many moons for the group. Added attraction will be the race honoring long time promoter, Larry Wehrs. Larry was behind many promotional efforts that included CWRA and it will be great having him out to the speedway on this night.

Here and there...Unfortunately, a blown Dakota Blakeslee engine resulted in an 8 car pile up in the 2nd CWRA main at State Park Speedway here June 25th. That eliminated 6 cars once the race got going, but the show did go on and was still reasonably competitive. Except... for Mark Mackesy racing away from the field for the win...For Mackesy, the win moved him into 2nd on the all-time Feature win list at the track, as he passed legend Tom Reffner for that spot...Reffner

scaled Mackesy's car after the race, which he does for CWRA, and it came up.....legal! Brett Breitenfeldt was involved in a skirmish in the first feature at State Park June 25th, which damaged his radiator. Undaunted, he made preparations to get ready for the 2nd feature. That included putting Pepper into the radiator to stop a leak. Yes, this does actually work, but unfortunately for Breitenfeldt the fix was short lived and he only made a few laps in the race...I've heard of it being used indoors, on concrete, but wasn't aware that tracks are utilizing this tactic on asphalt tracks to provide more grip. We're talking about applying pop syrup, in this case Coke, onto the racing surface. Ron Wimmer applied some to his Wausau track for the June 25th CWRA race. In speaking with racers after the show, they claim it does make a difference, and once they figure out where it is on the track, get their outside tires in it for that extra grip...Great crowd on hand for CWRA racing, June 25th. Perhaps biggest we've seen for such an event, thus far...Quite the buzz going on for the July 15th CWRA race at La Crosse. Looks like a strong contingent of La X area racers plan to run that event and see how they fare against the CWRA group. It will be a challenge to say the least, and that can only mean a great show for the fans...

Looking back in time, at State Park Speedway, Wausau, WI., July 9th, 1961, it was Herbie Kurth winning the 25-lap feature race. Following Kurth at the checkered flag was, Morrie Piotrowski, Marlin Walbeck and Vic

Kopacz. The 20 lap semi-feature went to Larry Drake. heat race winners were Drake, Jerry Wagner and Walbeck. Walbeck also won the dash race. On July 5th, 1965 at State Park Speedway, it was Dave Marcis winning the 30-lap feature on Mid-season Championship night. Following Marcis was John McFaul, Bob Dalsky, Jr. Marzofka and Hiliarian Michlig. Semi-Feature honors went to Don Budleski. Heat race winners were Don Schmidt, Bill Bembinster, Dalsky and Jim Ryan. The 5 lap Dash went to McFaul, with Marcis setting a new track record in qualifying at 15:54 seconds. On July 2nd, 1964, it was Marv Marzofka winning the feature race at Dells Motor Speedway, Wis. Dells, WI. Following Marzofka was Marlin Walbeck and Lyle Nabbefeldt. On July 1st, 1965, it was John McFaul winning the feature race at Dells Motor Speedway. Following McFaul at the finish was, Dave Marcis, Dick Trickle, Larry Baumel and Ken Pancratz. Semi-Feature action found Rich Somers 1st followed by Jim Back and Homer Spink. Heat race winners were Del Kemnetz, Dick Brescia and John McNamara. Consolation race winner was Ron Beeman, with Lyle Nabbefeldt setting fast time at 14:05 seconds.

Questions, comments, opinions and other information welcome at Starmaker Multimedia 701 Indiana Avenue, Stevens Point, WI. 54481 715-344-9072 608-518-2478 or at dale@starmakermultimedia.com

Dale's pictures from the past



A Marv Marzofka Ford in a full pit area. Marg/Farrar photos. John McFaul, #PT 109. Bob Bergeron photo. Dave Marcis in a Nash Rambler! Marg/Farrar. A race car Hotshoe, Herbie Kurth drove back in the day at tracks including State Park Speedway. Dale pic. Jerry Wagner, #78, a pioneer of racing in Northern Wisconsin. Del Kemnetz in the # 44.


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Going in Circles



Charlie Spry

Things are getting back a little more normal, as tracks reopen to give all of us racers a chance once again to do what we love. However, at this point one of my home tracks (Madison International) has not been allowed to open.

Now, just have to drive a bit further to find racing. And early in the season the Dells Raceway park fit that bill just fine.

Took in their season opener featuring the CWRA late models. I always enjoy these CWRA shows. The racing is intense and good car counts are the norm. The opener was in honor of the late Lyle Nabbefeldt, who lost his life here in a crash in 1973.

The twin features were both very interesting, with Jesse Bernhagen taking the first feature, and the second feature was a dandy, with Harley Jankowski getting the victory. It was hard fought, as he had to battle Jeff Weinfurter, who also had John Beale on his bumper. Jankowski got past Weinfurter just before a caution, but on the restart Weinfurter was on the stick and passed him back. So, Jankowski had to work the outside again, which he did.

Nice to see many cars from different tracks present, with Dusty Mann from Minnesota taking the sportsman win.

The second night saw the regular late models battle in a race in honor of the late Rocky Breezer, who called this track home for many years.

Bernhagen once again got the job done with a different car, finishing ahead of MIS regular Zack Riddle, who runs good everywhere.

Car counts were very good again, with cars coming from many different tracks once again. The sportsman ranks were added to with several cars who call Rockford Speedway home, including John Robinson II, Trevor Robinson, and Joshua Lundy. Trevor's car looks especially sharp, with its lavender, purple and white paint job. Dusty Mann once again was the victor, and I am wondering if he found a new home?

Rick Coppernoll won the 602 late model feature over Dave Trute. If you can beat Dave in any race,

you are really doing something.

Conrad Rothenburger won the Bandit feature, which was very entertaining. It looked like Jeremy Bredeson was on his way to winning, but his car went away on him late in the race.

It was nice to see my old Bandit car racing here with Brian Paulson behind the wheel. I believe that this car was built right about 2005, and Brian raced it, then I got it, then there was another owner in between, and it sat for a bit as well. Now Brian is racing the "oldie but goodie" once again.

It was nice to see former racer Toph Gray in the stands tonight. I had not seen him in many years, so it was a real pleasure. I have to find out his secret, as he does not appear to age!

We took in the opener at the Marshfield Motor Speedway, featuring the CWRA late models and support divisions. A good field was on hand representing the CWRA very well.

Running these shows this year is John Beale, which may be a surprise to some. "We just want to race," Said John. "With so many events being put on hold or just plain not being run, we are looking to race as much as we can. Coming up, we plan on running a double, a triple, and a quadruple weekend of racing." John finds himself leading the points in the CWRA and helped his cause even more tonight by winning the first feature and finishing third in the second one.

Perennial frontrunner Jeff Weinfurter had a bit of misfortune tonight, as his car broke during hot laps. He jumped into the machine normally driven by Mike Sievers, and did pretty well with the unfamiliar car.

Mark Mackesy ran well tonight, finishing in the runner-up spot in the first feature, and won the second one, which was shortened when Darek Gress got pinched into the front straight wall, spinning on top of the wall and tearing some of the fence down. Gress' car appeared to be a total loss, which we all hate to see. The fence did its job and kept the car and pieces out of the stands. There are double fences here on the front straight, which is a very good idea. Needless to say, this put an end to racing for the night. Just happy to see that Darek was not injured.

Ron Sischo has been racing here and other tracks for many years. His Dodge Neon has been around for a long time, racing in the X-Treme four division here. "This car actually started out as an enduro car," Said Ron. "I ran an enduro up at Cedar Lake with it, and ran over a bumper and punctured the oil pan. Someone told me that I should put it together to run on the asphalt, so I did." Ron is one of the nicest guys you will meet anywhere, and says that at this point in his career he is just out to have some fun.

Greg Blount has been having a good year in the X-Treme fours/Mini-Mod class at every track he has raced thus far in 2020. He moved quickly to the front tonight and held off Charlie Nickel for the win.

A beautiful night greeted all on June 25th at the State Park Speedway, with the CWRA late models headlining the show, along with all of the regular support divisions.

The first CWRA feature saw the usual suspects come to the front, with Paul Paine passing point leader

John Beale to take the win. Jeff Weinfurter took third. The race itself was very highly contested and a thrill to watch.

The second feature saw Mark Mackesy get the best of Paine and Travis Volm, taking the win after a huge crash took place on the first lap of the event when a car blew its engine, dumping oil onto the track.

Mackesy is right in the thick of things as far as stats go, coming ever closer to Dick Trickle's all-time feature win total, and moving into second place tonight. Mackesy stated, "When I started racing here, all I wanted to do was run in the top five with all those guys, and now I am up there with them in total wins." He sure is! And he has likely many more years of racing to accomplish having his name atop the list.

The most fun race of the night to watch? Well, the mini-stock semi-feature would rank right up there. Brad Lecher had the lead with Steve Clark repeatedly trying to get around, high side, low side, couldn't quite make the pass. As the pair finally encountered lapped traffic, Lecher went low and got held up a bit, while Clark went up top and made the pass to get the win. As Lecher was racing on the front straight you could see him pounding on the steering wheel in frustration! In a case like that, the leader is actually at a disadvantage in picking where to go. Anyway, it was a fun race to watch.

There have been huge jumps in the car counts this year in the mini-stocks, with several new drivers taking to the track. One of the new drivers is Makayla Last. She recently won her first career race, taking a heat race win on her fourth night out. She is having fun doing what she has wanted to do for a long time, "I have wanted to race since the first time I went to the races," Said Makayla. "I got hooked up with the Lashua family, who have been involved in it for many years, and we got a car that I was going to race, but then this one came along and we thought it would be a lot better, so here we are."

Madison area racer Ronnie Osborne was present tonight to race in the mini-stocks, his first time ever racing here. "I have to travel to race, as my hometrack (MIS) isn't allowed to race. I want to race, so I have to hit the road. "I have raced at the Dells, Slinger, and Golden Sands, and now here this year."

The Pure stocks here always are fun to watch, and tonight in the feature it was Alex Volm seemingly having a runaway lead, only to have Brian Schramm chase him down and go door to door with him. Volm got the win with Schramm second. The race was run as the "Dave Lashua Memorial" in honor of the pure stock racer who passed away a few years ago. Dave was well liked by seemingly everyone, and he truly did always have a smile on his face. He was a real upbeat person, and I always sought him out to chat when I visited here. We all miss him plenty!

George Seliger looks to be having a banner year

Going In Circles continued on page 10

Going In Circles continued from page 11

here in the Mini-mods, as he took the feature in a very strong run.

Kyle Check also looks very strong in the mini-stocks, taking the feature for that division.

It was nice to see a new face in the CWRA late models, as Glen Bush came out with a car that looked to have the body off of one of Don “Thunder” Turner’s old cars. It was really cool to see that. I remember Glen racing many years ago in mini-stocks at Tomah-Sparta.

Quite the duo of announcers here tonight, as Curt Keene, Brandon Aschenbrenner and Steve Parsons handled the duties. All of them know their stuff and go to other tracks all over, so they keep up on things everywhere.

A beautiful but steamy night greeted us on June 27th for the (finally) season opener at the Rockford Speedway. It had been so long since I had seen everyone there, it was a real treat once again.

Many new drivers to the different divisions, and some unexpected visitors made for an even more interesting night.

Nice to see D.J. Smith take the late model feature win. He went back to his familiar number 80 on the car and the same paint scheme that led him to so many feature wins when he ran in the Roadrunner class, and it all worked out. He had some of the best barking at his heels, but he is a very capable racer, and held everyone off. He is one of the best at holding a line and not making mistakes. He races very hard, but clean.

Late model rookie Willie Nelson (No, not THAT Willie Nelson) did a nice job. He raced here a couple of times last year to save his rookie eligibility.

Jacob Nottestad was present tonight, with Dad Scott telling me that they were here simply to get some practice in for next weeks’ Big 8 show here.

The Nottestad family has been heavily involved in racing for decades, and Jacob is carrying on the family tradition of racing... And winning.

Nice to see Jeremy Miller back racing here as well. Jeremy finished third in the feature behind Smith and Max Kahler.

The sportsman feature was won by Trevor Robinson, who is sporting the paint scheme used by his Dad back in 1993, the year that Trevor was born. He has his car working very well.

His Brother, John II, is not at all happy with his car. “We have to go back and figure this out. I have not been happy with it since late last year. I don’t know what the problem is, but we have to figure it out. I started outside front row and fell back. I think that might be the only time that I had that starting spot that I didn’t win,” Said John.

Zach Cichon has moved up from the Sixer division with a sharp looking sportsman car. He stayed out of trouble and looked good for his first night in a radically different type of car.

Steven Erickson will be racing in this division in 2020, and Austin Fowler pulled double-duty, racing in the sportsman and Roadrunner divisions. Bill Schott made the trip down from the LaCrosse area to race tonight.

The American Short Tracker division was dominated by Kelly Evink, who looks like he will be tough to beat this year. Amanda Bohn moves up from the super cup division to race in the AST class this year. Shawn Bowar moves up from the Bandit class to AST, and Shawn Rickelman returns to racing after a few years off. Nick Schneider will be wheeling the Les Wagner tribute car this year, and Tim Finstad raced here tonight to a second place feature finish. He races wherever he can find a track to race at and is not afraid to travel. Rylie Mullin made the trip over from Iowa to race, but had problems and parked the car.

Terry Ciano Jr. was present tonight in the AST

class, and had a large lead in his heat race when the car just quit on him and he coasted to the pits. They tried but could not find the problem, and had to push the car onto the trailer at the end of the night. “We had plans on running here for Rookie-Of-The-Year, but then this Covid-19 stuff happened, and messed plans up. We will get this fixed and plan on coming back. It has been a very difficult couple of years with car problems and all,” Said Terry.

The Roadrunner class was dominated by Justin Wagner. A couple of visitors from the LaCrosse area who came to race were Austin Schott and Alex Rud. Phil Speciale returns to racing after a few years off with a beautiful car. Chris Menge plans on racing all year, but had engine problems, something that has plagued him quite a bit. Here is hoping for better luck for Chris.

Keegan Rodden debuted a very interesting Roadrunner car, and ’68 Firebird. You hardly ever see these on the street, let alone on the race track.

The Bandit division feature was won by rookie Dave Cooter Jr., who raced in the Sixer class last year. He won over his car owner, Bart Brockmann.

Cody Armato looked strong in his purple Dick Trickle “Purple Knight” paint scheme car, and Jeremy Watson and Randall Sandler are two new drivers who were out on opening night, as well as Zach Legner.

Sure good to have racing back at one of my “home” Tracks. Now, if we could only get it back at MIS!

On a final note, I need to send out a huge congratulations to seventy-eight year old Chuck Dixon, who won a heat race in the four cylinders at Golden Sands Speedway on Friday night, June 26. I have known Chuck and his son Mike for many years, and they are top notch people, and good people to race with. Congratulations on the win!

Darek Gress had this wild incident at Marshfield Speedway in CWRA action. Gress was OK, but the main event was cut short due to fence damage (TJ Harron/Gildan Racing Photos)



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Racing Nuggets



PJ "Jacklyn" Nuttleman

Change is hard. I don't know too many people who embrace change willingly. It's human nature to resist it.

This is the case for my husband, Toby. He's struggled a bit over the past several years as the primary driver he worked with, Ty Majeski has been doing more racing on the national scene of NASCAR. He wasn't feeling fully engaged in racing.

Toby had some races with Carson Kvapil, and has even had a hand to some extent in the cars he's running this season in North Carolina. However, with that young wheeler living down there; it isn't the same as Toby having someone locally that could do more racing and bonding with him.

Let's be honest—half of the battle for success between a driver and crew chief is the relationship they can build together. They need to be able to communicate; understand, and believe what the other is saying.



Dan Plan photo

Building Teamwork



Dan Plan photo

I think the root of the challenge for Toby was not being able to see progression of his work. Toby likes to build things. While it pays the bills and provides some satisfaction, working sporadically with so many different drivers doesn't seem to fill his soul and drive his passion.

Don't get me wrong—he enjoys consulting and helping other drivers and he's very good at it, but it's not entirely fulfilling for him. Toby truly does his best when he can build both results and a relationship with a driver through consistently working together. That's how he did it with Majeski. That is seemingly what he is doing right now with Justin Mondeik of Gleason, Wisconsin.

It started this past January, during the World Series of Asphalt at New Smyrna Speedway. There is something to be said for racing seven out of nine nights in a row. Repetition can create a real foundation for success. The lack of downtime doesn't allow one to dwell on mistakes and it forces you to focus on the race at hand. While that outing at New Smyrna in January wasn't perfect, it certainly did set the stage for what they've been doing so far in 2020 together.

And admittedly, the dreaded coronavirus has thrown a wrench into everybody's racing plans. It's taken quite some time to get track and series schedules fired up, and some aren't fully on the gas yet. But there are races happening—and people are showing up—including Toby with Mondeik.

The pair has already won a handful of them together in Wausau and Plover. They've had some

misses together too, but they are still building their foundation.

As I write this, Mondeik just posted a 7th place finish at Dells Raceway Park for the #Trickle99. He likely could've taken 6th, in the waning laps if he felt like poking Jacob Goede in the tail end, but he didn't. While P7 may not sound incredibly stellar, I think it is when you consider they had to take a provisional, so Mondeik started at the rear of the field.

Going from 23rd to 7th at the Dells is no easy feat. The car was hooked up; they just missed the qualifying effort. It's a work in progress—and more importantly, it appears to be clicking along pretty well for the most part.

I'm excited for Toby to have someone to pour his efforts into consistently, while he waits to see who Brad and Nancy Mannstedt end up putting into the car he works on for them to run the Midwest Tour. Toby's preparing that team car for Majeski to run at the Slinger Nationals on July 7th. He's been on the phone a lot with Majeski discussing ideas and set-ups.

And on Sundays when he can't be at Slinger, he watches it on Race Monitor and is keenly aware of speeds everyone is running. He is a student as much as a teacher, constantly studying for the next test he will face.

There have been a handful of other drivers he's been consulting through his business. It's a rare Sunday morning when his phone doesn't start to blip with texts or phone calls. While I wish people would respect just a little sliver of the week for family time, I would never tell Toby NOT to answer those texts or calls. Besides, that's who he is: a guy fully immersed in the art of racing, seven days a week. And I knew that when I married him.

Despite the slow roll on the start of the 2020 season, I'm grateful Toby has things to focus on in the racing world, and I'm pretty sure he's grateful he has an understanding wife who supports his habits for success. That's a different kind of teamwork to make the dream work. 😊

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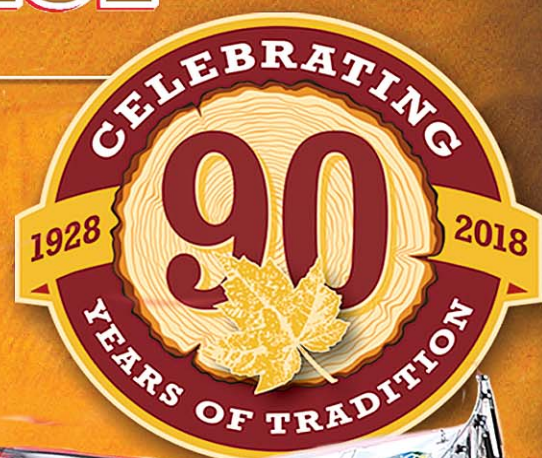
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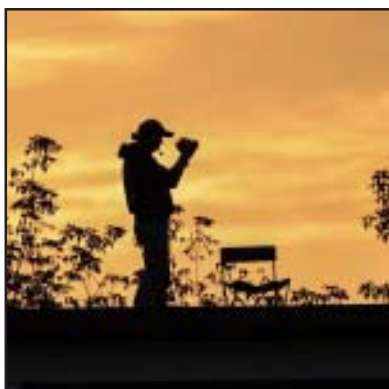
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Dangerous Dan



Dan Margetta

It's a little late, but while racetracks in some Midwestern states have yet to turn a lap of competition this year, Wisconsin tracks have opened and I've had the opportunity to take in some shows. While the schedule set back in January looks nothing like my current schedule, I've learned to take things as they come and be grateful we here in Wisconsin at least are at least just able to race. Normally by now, I'd also sprinkle in numerous Milwaukee Brewers Major League Baseball games among the races as I am a season ticket holder. However, I've found out this year without really any major sporting events being held with fans, I really haven't missed it and have been quite content to just find more races to attend. I also really hope tracks that are open take advantage of this situation as without sporting events, concerts, or festivals to go to, people will be looking for things to do this summer. It's a great chance for the racetracks to gain a significant number of new fans and everyone from the drivers, staff members, officials, and even us current fans need to do all we can to showcase the racing programs we put on.

Slinger Speedway is one of the Wisconsin

tracks open and they have already put five shows in the books as they look ahead to July's big SuperSeal Slinger Nationals presented by Miller Lite. Steve Apel has already picked up two convincing feature wins and Alex Prunty drove to the win in the opener while Casey Johnson paid a visit in preparation for the Nationals and walked off a dominating win of his own. Rich Bickle, Luke Fenhouse, Gabe Sommers, Justin

Mondeik, and Johnny Sauter have all competed in weekly shows so far this season while Ty Majeski, Sammy Smith, Dale Nottestad, and Carson Hoyer have all taken time to test the Slinger high banks. Bubba Pollard, Corey Heim, and Stephen Nasse have already filed entries for the Nationals and Dennis Prunty, Brad Mueller and John DeAngelis, are just some of the many top drivers set to compete. The Slinger Nationals are set for Tuesday night July 7th and will kick off an even busier month of July for racing around the Midwest.

I began the month of June with an impromptu two-day World of Outlaws Sprint Car Series show at the Beaver Dam Raceway on June 5th and 6th. At the last minute I was asked to operate one of the DirtVision cameras for the live pay per view internet broadcast and it was quite the experience. I've got to admit, it was pretty cool to be involved with a live broadcast and see all that goes on behind the scenes between the director, camera operators, and the studio back in Charlotte. My camera was the lead camera and it was my job to shoot the start of the races and follow any up front battles before settling on the leader of the race. The other camera, operated by Jeff

Fischer for this particular show, followed announcer Johnny Gibson's lead and found battles throughout the pack and focused on them while the director switched between the two cameras. The camera gig allowed me to use the grandstand tickets I had already purchased to take my niece and nephew along and after the first night, they begged to go back the following night and like I mentioned earlier, just may have now become new race fans. The racing action both nights was great with Brad Sweet outdueling



Sheldon Haudenschield in the closing laps to win on Friday night before defeating Logan Schuchart to win on Saturday for the weekend sweep.

I concluded June by attending the Trickle 99 at Dells Raceway Park as the first round of the prestigious super late model Alive for Five Series was contested. A strong field of 31 super late models were on hand and a strong enthusiastic crowd turned out. Late last season, I mentioned Ryan Farrell as a driver to watch and he arrived in a big hurry by setting fast time and then capturing his first big time super late model victory. Farrell passed Andrew Morrissey with less than ten laps to go and drove to the victory which was very popular with the crowd. Morrissey drove his heart out and finished second just two days following the passing of his father and delivered one of the most genuine heart-felt post-race interviews I have ever heard. All that were in attendance of that event experienced something special as it showed what short track racing is all about. Both Morrissey and Farrell epitomized the short track notion of small everyday teams doing extraordinary things by racing each other hard for the win and then being there for each other afterwards.

2020 has been one of the toughest years on record on all fronts and the racing community has proven during the opening month of this crazy season it is prepared to take the lead and show the rest of the world how to get through it. I'm proud to be a part of this group and I wouldn't have it any other way.



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New Dirt



Jacy Norgaard

When I last wrote I was seated at a desk in my hotel in Davenport, Iowa as my camera batteries charged and I geared up for the first of two nights of covering the World of Outlaws Late Model Series. This weekend was my first ever trip to Davenport Speedway. Racetracks at fairgrounds are always an interesting sight, this one may be the most interesting to date. Davenport is laid out like your typical county fairground with extra buildings and large area that sits empty most of the year. But you can be rest assured that come fair time, the place is undoubtedly packed. The cattle barns and remnants of last year's mini donuts are not what makes this place unique. What makes this place unique is the fact that the large covered grandstand fills up to watch racers sling dirt on a quarter mile bull ring without walls. Such a large

Does it count as two tracks or one? Time at the Lake and a somewhat normal return to normal.



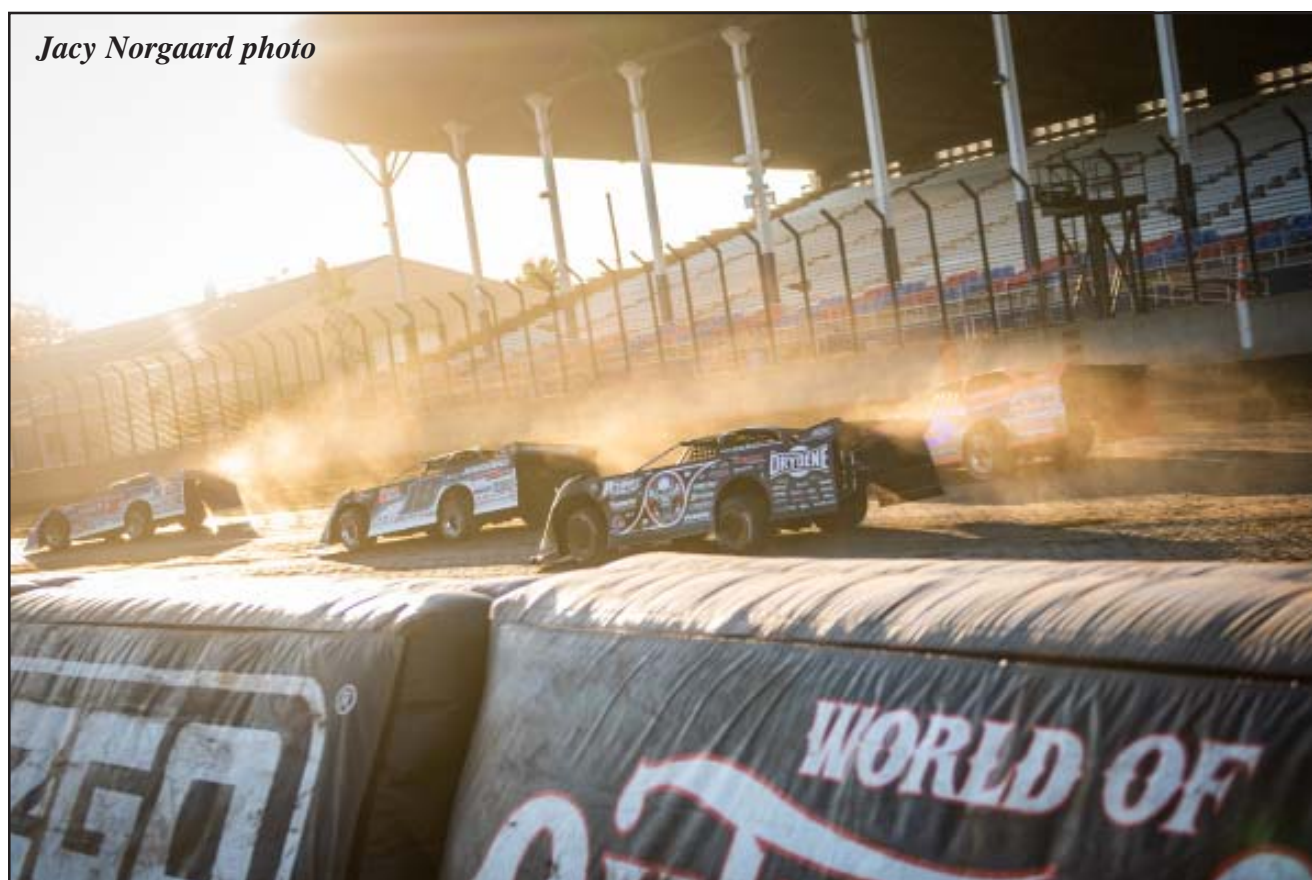
Jacy Norgaard photo

venue for such a small track, almost seems a bit of an overkill. What is even more intriguing about the facility is that this quarter mile shares the front straight away with another racetrack. This one does have walls and is rated as a ½ mile, but it looks much bigger than that. Davenport Speedway is the best of both worlds, a short bull ring and a long speedway where you can really let the horses run wild. I'm not sure if they regularly utilize both tracks, but this weekend the World of Outlaws did. Friday night they ran on the ¼ mile and Saturday night things move out to the big ½ mile. The tracks attended guru, Chris Stepan has yet

to respond to me if my trip to Davenport counts as 1 racetrack or 2. I'll leave that up to you to decide. The weekend saw the Rocket, Brandon Sheppard claim victory both nights. Friday night he won in a thriller over Ricky Thornton Jr, edging him out by thousands of a second. Saturday night was a different story. Sheppard sped away on Saturday night and secured a clean sweep on the weekend, a true master of all tracks.

My adventures a couple weeks later led to the Lake. Not the beer and boats that seem to come to mind, but a 3/8-mile race track in Wisconsin. This was my first trip to Cedar Lake Speedway for The Masters in over a decade. This was also my first trip back to the facility since the tragic passing of Eddie Nicholson. I was excited to be there but could feel the loss as I passed by the pit gate where his trailer sat for many years. Reunited with photography friends and a couple Green Chile Burritos, the weekend was off to a great start. The pit meeting served as a humorous note on Friday for a multitude of reasons; The first being a plastic snake and many failed attempts by Tyler Rinken and Zack Vanderbeek to convince attendees there was a slithering villain after them. The second was Brad Both kindly asking that all in attendance not repeat their tire burning shenanigans of late Thursday evening/ early Friday morning. The drivers meeting concluded and the racing action got underway on the evening. Rodney Sanders made it a repeat from the night before and parked his Modified in victory lane. The Late Model feature served as the best feature of the night with Jesse Glenz holding off the master of Cedar Lake, Jimmy Mars for the feature win. Jesse

Jacy Norgaard photo



New Dirt continued on page 11

New Dirt continued from page 16

asked me if I wanted royalties from his winnings after I informed him post-race that he had never lost a race in which I attended with him. Sadly, this short streak would come to an end the next night. Championship Saturday night saw all different winners in the 3 divisions running, including a dominating performance by Rick Hanestad in the Late Model class. Victorious for \$10,000.00 in only his second night in the car, Hanestad was ecstatic in victory lane. He had debuted the car the night before at Gondik Law Speedway in Superior, where had had also won. Not a bad way to start off your first weekend racing in a new car! Terry Phillips managed to hold off a fast and hard charging Rodney Sanders who made his way from a 20th starting spot to second for most of the race. WISSOTA legend and arguably the GOAT of WISSOTA, Shane Sabraski edged Sanders out for a second place showing. The weekend was bow tied up with a memorable victory lane interview by Terry

New Dirt continued on page 18*Jacy Norgaard photo*

Deadline for voting is July 13 at midnight



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New Dirt continued from page 17

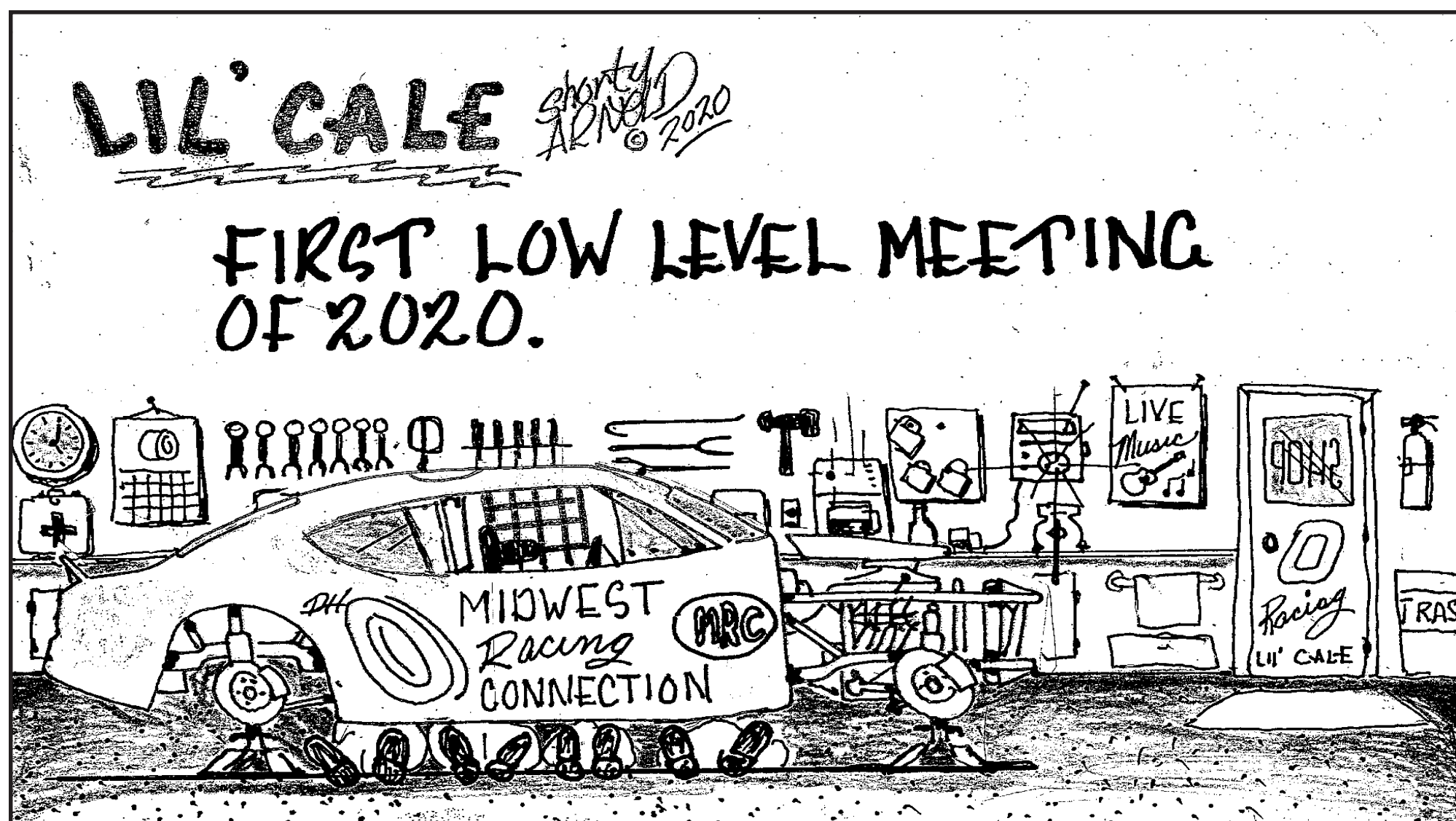
Phillips, one in which he mentioned having to convince his dad to buy him tires and going out and beating him but finishing in 4th. Phillips remarked how that felt like a win itself. It was yet another incredible weekend at Cedar Lake Speedway and I look forward to my return there soon.

My home track of Ogilvie Raceway was finally able to open its doors to 142 competitors, 9 photographers, and a limited number of race fans on June 20. I was asked by long time promoter, Nate Fischer to conduct a photographers meeting on Saturday to discuss our track rules for 2020. In nearly a decade and a half of photography, this was my first photographers meeting. The racing program was an eventful one and it felt nice to get back to a somewhat normal routine for once. By days end my Fitbit had registered just over 21,000 steps as I worked my way all around the facility trying to find new and interesting angles to shoot from. I found some gems and made mental notes of places to try in the future. The vibe of the race night did not feel much like an opening night, perhaps the fact that I had already had a dozen or so races under my belt or that the weather wasn't an April cold may have added to this. The night seemed to have been a success and Ogilvie Raceway did a remarkable job executing their COVID 19 plan as well as providing a smooth and racy track all night long. I returned to Ogilvie again on June 27 for another night

of Saturday Night Shootout. The evening had some intense moments including a rollover by Tommy Pogones in the Mod 4 division. Tommy is the son of a long time friend of mine and fellow Mod 4 driver, Justin Pogones and is in his second year of Mod 4 racing. Tommy has looked impressive all year and is more comfortable in the car. It was scary to see him roll but he walked away unscathed and was in good spirits. He will no doubt be back in a few weeks ready to continue to seek out his first win.

The crazy COVID pandemic world we live in caused a sudden change of plans for me over the Independence Day weekend. I had planned all year to go to Gondik Law Speedway in Superior for the annual Border Battle, until Brad Both made the announcement at the Saturday pit meeting of the Masters. The originally scheduled World of Outlaws Sprint Car series show for July 2-3 had been changed

to a 3 day show and the World of Outlaws Late Models series was added for all 3 nights a well. This marks the first time both series will ever be together at a race that isn't the World Finals in Charlotte. Adding to the sudden and awesome event in the making is the fact that CBS Sports will carry a live broadcast on Saturday night of the show. I'm looking forward to what will be the first major crowd event in the United States on Live television. This might just be the biggest thing to happen on July 4 since 1776...

*Jacy Norgaard photo*



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The Agony of Defeat

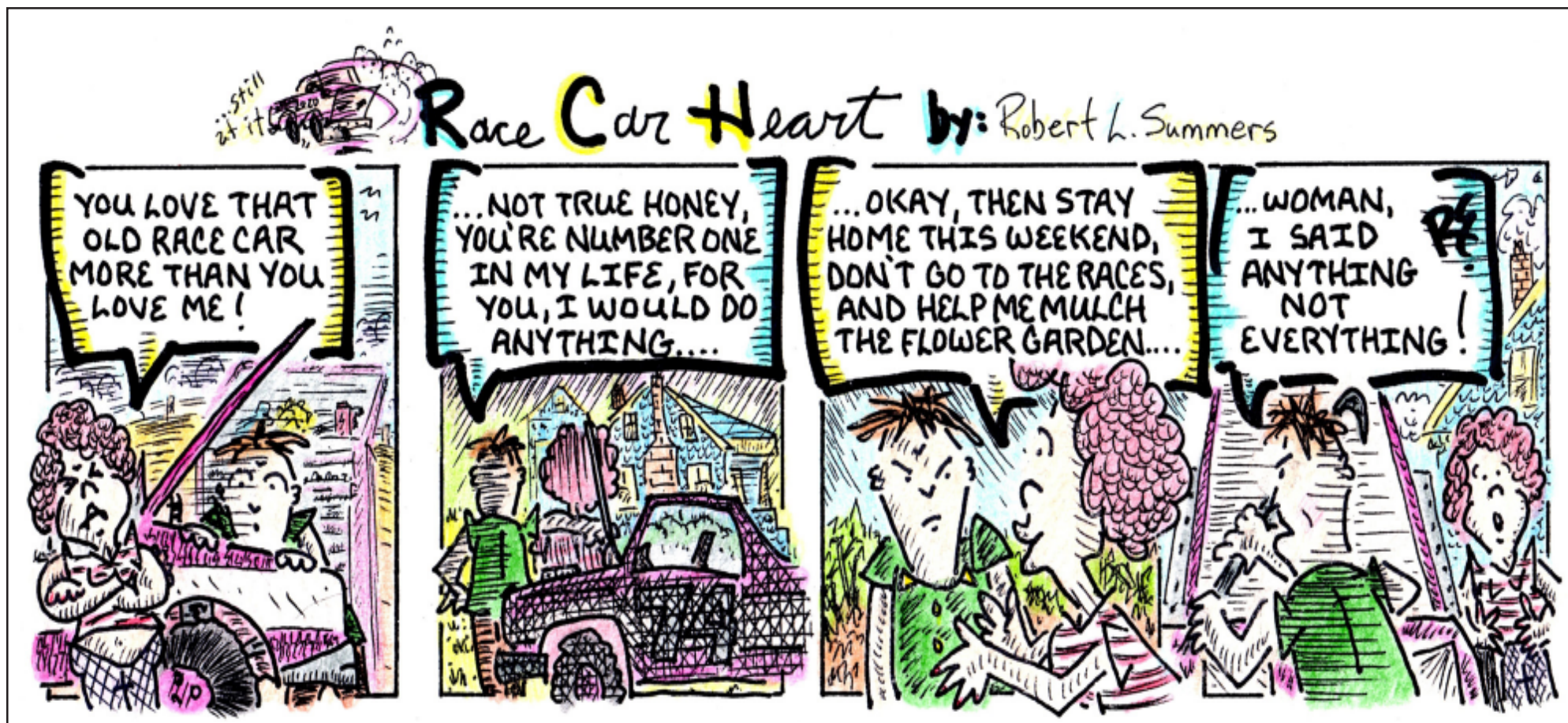
Due to a rain shortened event a few weeks previously, the Upper Midwest Sprint Car Series Winged Sprint ran two features on June 20 at Cedar Lake Speedway. The opening event for the night saw 20 Winged Sprints take the green flag for the make-up feature. Jeremy Schulz took off to a commanding lead early in the event but ran into this issue with just 7 laps to go. Jeremy was AOK and is set to make the next event on the UMSSS schedule.



UMSSS founder Ron Bernhagen makes the call to the tower for the red flag as Jeremy Schulz begins a series or rollovers.



Schulz continues to tumble in front of the scoreboard as second place running Rick Kobs takes over the lead.



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