

THE MIDWEST RACING CONNECTION

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THE MIDWEST'S SHORT TRACK AUTO RACING AUTHORITY



Road America Photo Gallery



Going In Circles

Vol. 28 Issue 3 July 2024

Inside...

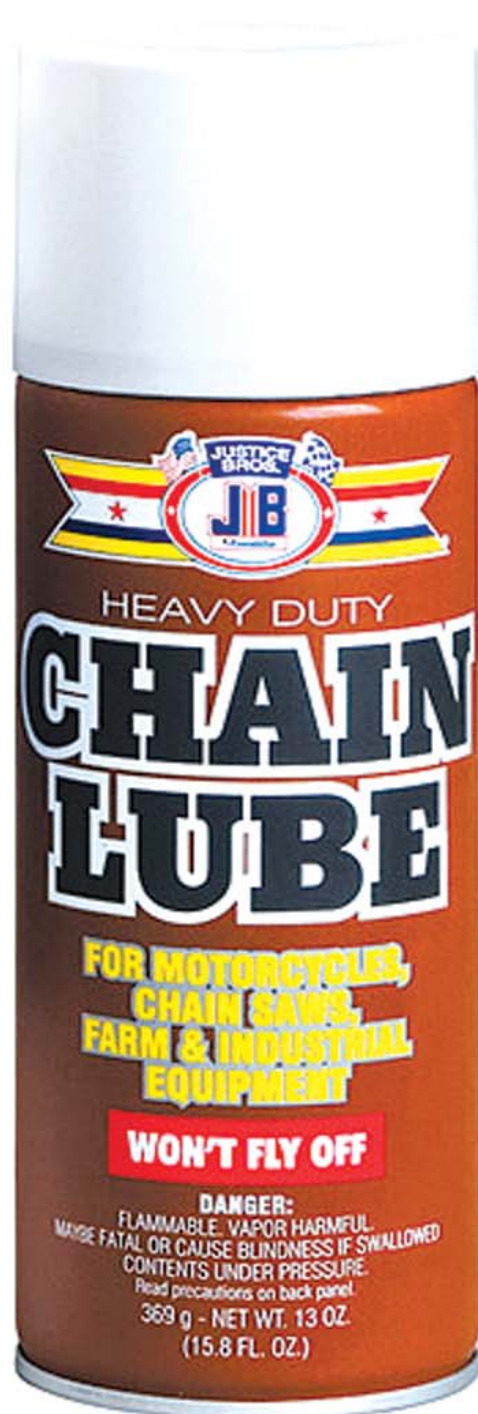


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Publisher's Note
Racing According to Plan



Dan Plan

For most of my life, the two divisions that received the biggest paydays in the short track world on the dirt side of things has been Late Models and

Big Money
For The Mods

Sprint Cars. In the last 20 years (or maybe more), you can now add Modifieds into the big payday crowd. The Modifieds are definitely treated well in the Upper-Midwest with big paying events at tracks such as Cedar Lake Speedway, Deer Creek Speedway, Mississippi Thunder Speedway, Ogilvie Speedway and Superior Speedway. This is especially true during the months of May and June of the 2024 season.

Personally, I'll watch just about anything race. My dirt friends will say I spend too much time at pavement tracks, and my pavement friends will say I spend too much time at dirt tracks. I take their ribbing in good stride because I feel a good race is a good race in my books. It doesn't matter to me where or what it is. It can be an enduro on dirt, kids racing Quarter Midgets at Little Elko Speedway, or Cup cars at Atlanta. They are all good to me.

In this part of the world (or the world in general), The XR-Racing Onum Big Deal 24 at Mississippi

Publisher's Note continued on page 4

*The starting field for the \$100,001 Modified main event at Mississippi Thunder Speedway
(Brian Schmitt photo)*



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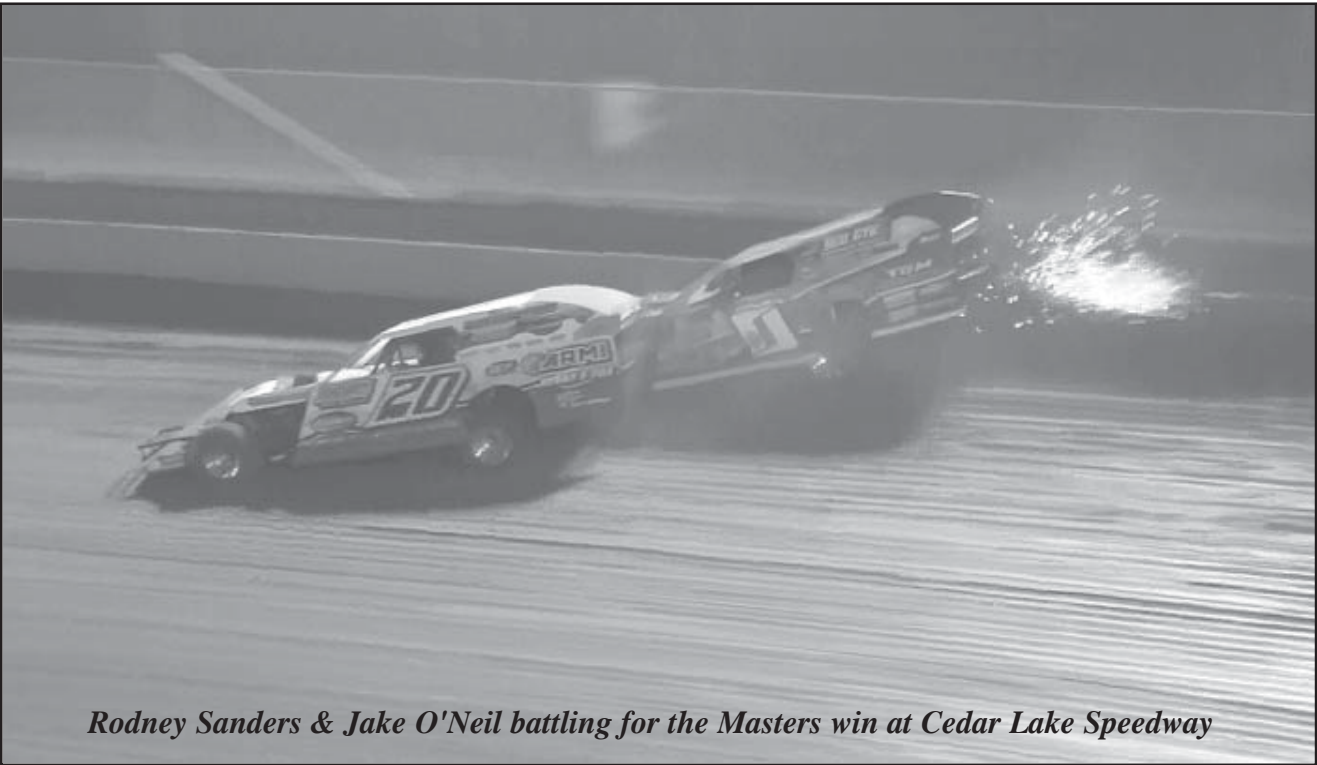
Publishers note from page 3

Thunder was the biggest paying event, with the Mods racing for \$100,001 going to the winner. After three days of competition, Louisiana driver Cade Dillard captured the big payday. Most people might recognize Cade as a Late Model competitor, and he is, but also still wheels his Modified when the need arises.

It's good to see another division get some big paydays on the short tracks in this part of the world. I believe it helps the sport in general and gives the tracks in the area another option for a big paying show with a division that has a large pool to draw from in this part of the country.

The quote of the month goes out to two different people in this issue. The first recipient is Dustin Doughty. Dustin sent me a text a few weeks ago

asking if tracks in the Southern states play the Mexican national anthem similar to the way the Northern tracks play the Canadian national anthem. I'm not sure if I'm qualified to answer this question, but I'll give it my best shot. I've been to Southern tracks in Arizona, Californian, Texas and Florida. I have not heard the Mexican national anthem at any events I've been to in the last 30 years. The second recipient is World of Outlaws Late Model Series announcer Ruben Mireles. During the WoO Late Model show at Independence, IA Spencer Diercks mentioned something similar to; "They race professionally, and I pour concrete during the week." Following Diercks comment, Ruben proceeded to state, "He may pour concrete, but he's cemented his starting position in the feature." Good Stuff!

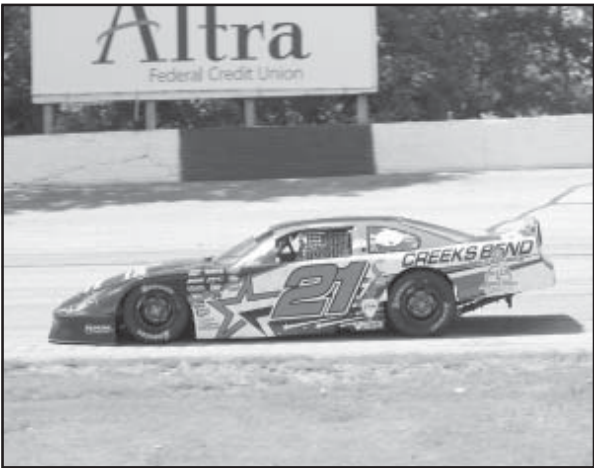


Rodney Sanders & Jake O'Neil battling for the Masters win at Cedar Lake Speedway



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Going in Circles



Charlie Spry

After a very wet Spring season, it was finally time to get some racing in during the 2024 season. And hit it, I did!

Took in a show at the Dells Raceway Park. It was a good night with all of my favorite divisions on tap. I took a night off from working, (if you call it that) as a columnist, paying my admission at the front gate and just kicking back.

It was the annual Lyle Nabbefeldt Memorial race, so the CWRA late models were included. The first feature was the exciting one, when the two leaders collided, with both going into the pits. This opened the door for third running Darek Gress, who then took the win. A nice win for this team. Tyler Sauter won the second feature with Mark Mackesy getting the overall title with his pair of second place finishes.

The Sixer racing here is pretty intense, even in the heats. A finger salute from a couple of them to another driver to symbolize that they thought the other was number one, and, oh...the racing. A couple of four wide tries that the driver backed out of, three wide often, and just racing with a passion that any other racer has. The cars may be relatively cheap and maybe even insignificant to some fans, but the passion is not!

Nice to see Morgan Schissel get the late model feature win. He held off Randy Sargent and the ever

forward moving Mike Litchfeld to get the win. Very deserved.

A few drivers that formerly called Rockford Speedway home now race here. Randy Sargent and Brandon Laing were present with their late models tonight and I know others have been here earlier in the year. Bandit racer Brock Baumbach was present, and former Rockford Roadrunner racer Tyler Vincetich has found a ride in a very competitive Bandit car here. He has already won one feature. In the Sixers, Mike Peterson made the long haul up from Polo, Illinois to compete.

All in all, very good show. I plan on making more trips here this year. The facilities are top notch, the food is good, racing great. Oh, and the announcer. Mike Storkson is a former racer who began in the Bandit division at Columbus 151 about the time that I did. Even then you could tell that he was a very friendly and talkative person. Perfect guy to do the announcing chores now! He has a way of calling the races that makes it seem like he is talking to each and every one of us as a person would do in a conversation, with a few little humorous tidbits thrown in.

Took in a show at Madison International Speedway with their "traditional" weekly classes, my favorite. Was able to have a nice chat with the Dave Edwards and Brian Ulrich teams. Dave has usually the only open wheeled modified in the class, while Brian races the more traditional outlaw 602 late model.

The division seems to be holding steady at about ten cars per night. One would expect more for sure. The teams that I talked with all spoke highly of the division, commenting on how much they save on tire cost. This is a timed division with a "breakout" rule, so bolting on fresh rubber isn't going to do you any good, as most are at the limit now for times without trying to go faster. Dave said, "We never buy tires. We switch around with our Dells car and make it work that way, but we race much cheaper than the late model guys."

Being a timed division such as this, both have heard a lot of people say, "But that isn't racing." I think the folks that I talked to agree with me when I say that it IS racing, only with a twist. Now, while racing you have to be able to play a kind of cat-and-mouse game with your fellow racers. Can you go fast enough to push the leader to breakout while not doing the same? Who is really going as fast as they can? By the way, brake checking at the start-finish line is not tolerated. I like it.

Tim Wondrash had been racing a sportsman car in this class but finally made the move to a 602 late model outlaw. "I was pushing that sportsman car as fast as it could go and driving beyond the limits, which led to problems," stated Tim. "I got this car from Mike Winters, and he helped me set it up. Now, I have to re-think my driving and be smoother, but actually have to worry about

breaking out."

Had a nice chat with Bandit racer Ryan Oetzel. Some memories of the past, as we used to race against each other in Bandit class at the old Columbus 151 Speedway. He races mostly at Jefferson but has some time in here at Madison as well. "Racing tonight is like bringing a knife to a gun fight, as I don't have racing springs and other stuff that some of them have, but we will see what we can do," said Ryan. While he did not win, he made a good account of himself.

Zack Riddle is still without a doubt the man to beat in the late models here, although Ryan Goldade did accomplish the task of winning one of the features over Riddle. Tough thing to do.

When the Bandit class races here you know that Nick Schmidt is the one to beat. He won both features on this night but the second one came hard as visitor Adam Moore seemed to have it won, but lost sight of where Schmidt was on the last turn, allowing him to switch lanes and swoop by at the stripe. I think Moore would probably like to have that last lap back knowing what he now knows!

The MisFitz class can see pretty much anyone win on a given night. Another thing that I like about it. Same way with the Sixers, although Trevor Chilson is always tough and has years of experience on the track.

Also had a chance to go up to the Marshfield Motor Speedway for a weekly show. Having turned a lot of laps here it is fun to go watch just as well. Always a very welcoming place, with Curt Keene doing the announcing and Brandon Aschenbrenner doing multiple tasks, these folks always make us feel welcomed.

On this night it was nice to see Six Shooter racer Christine Schmude get a heat win. Christine is a pleasure to race with. Very clean racer but still races hard. Her husband Jerry is a super guy and often helped me when I raced there. Kevin Armagost took the Six Shooter feature win; I think his first. He drives very well and is a clean racer also.

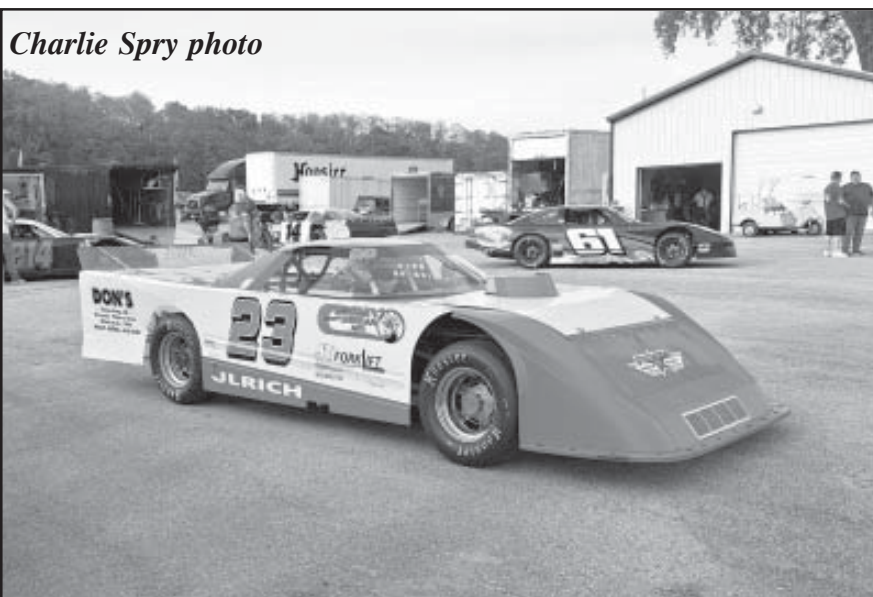
Justin Mondeik took the win pretty easily in the Super Late Model feature. What I like about Justin is the fact that even though he is a pretty big-name driver and races in lot of big races, he still finds a way to run some weekly shows, showing that he has not forgotten where he came from. Seems like I remember some pretty famous guys racing weekly in central Wisconsin years ago, and he is doing the same.

Mike Heidemann looks very strong in the Extreme Four division, taking the win. Another driver with a lot of years of racing this type of car and also enduros. Pretty tough competition here with Tim Anderson, Phil Malouf, Anna Price, Kamren Hill and Tim Hintz racing. Hintz took a fly off the backstretch and landed behind the billboards out of sight. I had heard that he had sustained a back injury, and I sure hope he heals up quickly and completely. That was a wild ride!

Also spicing things up the wrong way was one of the Legends drivers. Likewise, hope he was ok. Being

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Charlie Spry photo



Going In Circles continued from page 5

a younger guy, he probably jumped right out. Things like this are easier to take in our youth.

The Bandit class was kind of down with six of them. I always enjoy chatting with John Domine, who seems to have a lot of bad luck but keeps on after it. He ran just fine in the feature without issues tonight.

On the dirt side of things, Lafayette County Speedway had an interesting month of June, with a couple of first time feature winners. Jered Staver got the job done in early June by winning his first ever A-main in the Sportmod division class at the track, holding off a gaggle of cars in an exciting race. That same night, Jonathan Walton scored the win in the four cylinder feature making a last lap pass for the win. Although he had won a feature at Dubuque last year, I know that he really wanted to win one here at his home track.

A new driver in the Sportmod class is Nick Miller. Nick raced last year on the pavement at Rockford Speedway in the Sixer division, so this is a total change for him. Track surface, type of car...Everything! He is having some trouble sorting things out in his new car. "This car is twenty years old, so I don't have a lot of expectations", stated Nick. "I don't even know what it is (chassis type). I just want to get my feet wet this year in the class and then maybe get a newer and better car next year if all goes well."

Manny Bennett was back out in his Hobby Stock after rolling four or five times in a race the previous week at Dubuque. "I am fine, just some bruises, and the car came through pretty good. It broke a seat mount and a front shock. Other than that, the body got all beat up, but here it is." Manny ran pretty good tonight but again had bad luck the following Sunday at Dubuque, when the car gave up the ghost in the feature. He is a strong runner but just needs some good luck and some things to go his way.

Parked close by was fellow Hobby Stock racer Tim Seichter, who knows the feeling of rolling over. "My first year in the division I flipped end-over-end down the front straight here. When that happens it really does happen in slow motion. I remember thinking to myself as it was happening, "what am I going to do now?" Said Tim. Since that time, he has lettered on the side of the car "This side up" pointing shiny side up.

This track hosted a special for the Hobby Stock division, with lots of extra money on the line. Donors added extra money all the way through and even for the heat winners. I was kind of surprised that no outside cars showed up to try to get the bonus bucks. However, that just left more money for the local guys to grab. The ones that support the track weekly, and that's a good thing. Scott Wetter led the race the whole way and wound up taking home \$1,425 for his efforts. Good deal!

Young Ty Webster had scored his very first late model feature win here the previous week. I had a chance to have a nice chat with Ty. The young

Monroe, Wisconsin driver is all of 19 years old but has a lot of racing history already.

"I have actually been racing since I was five years old," Said Ty. "I started out in karts at Sugar River Raceway, and also race sleds in the Winter. I went up to Eagle River last year and raced in their big show. I also do grass drags and whatever else I can find. I am an all-around motorsports kind of guy. I just love it!

About the only thing I have not done is Motocross. I think that is pretty hard on your body."

His Uncle, David Webster, has raced late models for a few years and is concentrating more on Super Lates, and asked Ty if he wanted to give the Limited Late a try at the start of last year. Ty had a learning year, some good runs, but also some crashes. "Last year I wrecked pretty good in turn three/four. It got bent pretty good. I learned from that and got a better car this year. This car is a Black Diamond Chassis, and I just love it." Said Ty.

While Ty has raced mostly at LCS, he has also raced at Dubuque, Maquoketa and Davenport. Even if not racing, he likes to tour the pits. "I like to check out different tracks, talk to different people, and just look and see what others are doing. You can learn a lot that way," Said Ty. Even if I am following another driver on the track, I try to observe everything that I can."

He also noted that so far, the Darlington track is his favorite, saying, "It is a fun track. I guess it is obvious that this would be my favorite because I have had the most success here". As for favorite driver? "Scott Bloomquist. He is just so smooth," Said Ty.

As for the future, he has some definite immediate goals for this season. "I would like to get five feature wins this season. Also, would like to get my first IMCA late model feature win. I also hope to run some Super Late shows."

As for driving style, Ty said that he will look to race in whatever groove seems to work. "I will run low, high, wherever. I don't want to be noted as someone who only races in any one particular groove." Said Ty.

He has some good people behind him. "I have to thank my Dad, Ron Klein, and Chad Simpson for their help. Also Keith Simmons for building me great motors," Said Ty.

Sponsors are a big help, and this team has many. Webster Motorsports, Bartels Tap, Monroe Powersports, Carter & Gruenewald, Bennetts's Junction House, Bobcat, Speich Oil, Dearth Motors,



Charlie Spry photo

Amy's Corner Cafe, Monroe Heating and Sheetmetal, Rusty's Shack, Pete and Deb Cline, and Goodfella's Tavern.

Four cylinder racer Skyler Harnish has one of the flashiest looking cars here. The Dodge Neon has a kind of wrap on the sides that literally makes the car glow in the dark. With the rest of the car black, all that shows up is the wrapped car and the numbers, which change color as light hits it. Photos taken of it really show it off as well.

This is the car that Tylor Henneman had raced previously. Skyler got the car last year for the last few races and has been racing steadily this year. "When I got this car, I knew that I wanted one that would really stand out from the others, so we did this," Stated Skyler. Mission accomplished!

Skyler has started racing with caution, taking a back start all of this time. "I never want to be that guy that is in the way or that causes problems, so I have always opted to start out back. Probably by next week I will take the starts wherever I belong," He said. I think he is ready, as he makes good laps and has a good groove. Tylor told him that he was GOING to start in his supposed spot next time!

Near the end of the month the super late models were brought in as part of the Malvern Bank SLMR series. Over twenty cars were on hand with all going to the A-main. It was an interesting race with plenty of lapped traffic. Dave Eckrich looked good for most of the race but got hung up a bit with traffic late, with Dylan Thornton getting by in the late stages to take the win. It was a race where some of the people that you would expect to be a factor were not so much.

With rain forecasted that evening, the show was run off very quickly. I know it was probably hard for some of the drivers with such a quick turnaround for their races, but every single division did very well, even the super lates. There was no problem waiting for anyone at the staging area. Well done!

With that being said, I think we have seen enough of the wet stuff for a while in the Midwest. Hoping for better weather in July!

Dangerous Dan



Dan Margetta

As all race chasers know too well, the summer months fly by way too fast and it's hard to believe we're already in July and the year is half over. June was over in a flash and for me it was filled with a wide variety of racing disciplines. The month began on the dirt as my LTN radio colleague Brian Schmitt and I headed out to the Mississippi Thunder Speedway in Fountain City, Wisconsin for the Big Deal 24. The Big Deal featured the ONUM (One Nation Under Modifieds) sanction where the rules packages of the major dirt modified groups such as USMTS, WISSOTA, UMP, and IMCA were all carefully combined so drivers from all of the groups could race together in the event which paid an unheard of \$100,000 to win. When this race was announced back in December, we immediately put it on our list of events to go to not only for the big pay day but just to see if different modified groups could actually race together. After seeing the finished product in person, I would call the event a success as 145 modifieds showed up and I thought the different rules packages raced well with each other. This event may just set a precedent in that bringing all these modified groups together for a single event can be accomplished if everyone works at it and really wants it to happen. With the major dirt late model series both on breaks,

the event drew several late model drivers who either dusted off their old modifieds or found a one-off ride for the race. Scott Bloomquist, Bobby Pierce, Mason Ziegler, and Cade Dillard were just some of the late model stars who found rides and took on the modified hot-shoes in the event that featured a format with preliminary qualifying nights on Thursday and Friday before an alphabet soup type format set the stage for the 100-lap feature on Saturday night. Cade Dillard was the Thursday night feature winner while Tyler Nicely grabbed the victory in the Friday night feature. Dillard proved to be too tough on Saturday as he led 95 of the 100 laps to capture the \$100,000 despite being chased heartily by Jim Chisholm and Jake Timm. The win was one of it not the biggest of Dillard's career and he gave an emotional interview from victory lane as he detailed how close he had come in the past to throwing in the towel on his racing dream as the realization of the life changing pay day began to set in. During the weekend it was also announced that the Big Deal will once again take place in 2025, moving a week later with a winner's share increasing to \$125,000 along with a \$25,000 to win race for the B-Mods.

We had some time to kill on Friday of the Big Deal weekend and seeing as we were close, we swung by to say hi to Toby Nuttleman at the famed 91 team shop in West Salem. We learned a lot in the two hour "school" lesson we got as we discussed everything from set-ups to traveling logistics to the two barrel-four barrel carburetor debate. It was cool to see the two Tom Dawson Snowball Derby trophies in person and the shop has a neat overall grassroots feel to it. Tom Carlson had his 602 Outlaw car there and it was also fun to spend time talking with him as we learned a few things about his career such as he actually raced on dirt once.

Following the Mississippi Thunder races, it was time to head back towards home and after dropping Brian off, I headed to Slinger for my regular camera duties as the late models headlined the Sunday night program. I've watched Tyler Hromadka race since his first laps, and he has progressively gotten better until putting it all together on this evening as he finally got his first feature win. It wasn't



Dan Margetta photo



Dan Margetta photo

easy as Hromadka fended off challenges from former champions Ryan Gutknecht and Jon Reynolds Jr. which had to make the win even more satisfying. Tyler and his father, fellow racer Tommy "Hollywood" Hromadka, are real racers who show up every week and have a good time no matter what the result and I'm sure the party after the first victory lasted for days.

The NTT Indycar Series made the first of its two Wisconsin stops the following weekend as Road America hosted the XPEL Grand Prix. Road America has become a staple on the Indycar tour and later this summer the series will make its return to the Milwaukee Mile. Friday's practice day was met with strong cool winds and I spent the day inside of turn 14 as I figured the cross winds might make the tight right-hander tricky as drivers tried to get a good run up to the long main straight. My intuition proved to be correct as Turn 14 created a myriad of issues for the drivers with many sliding off course with Romain Grosjean having the most serious incident as the only driver to make contact with the tire barriers during the only practice session. I got to the track early Saturday despite a very less than favorable forecast and found a cool spot on the newly opened trail outside Canada Corner heading into turn 13. Trees along the trail provided some shelter from the driving rain as the second practice of the weekend got underway in extremely wet conditions. It was wild watching the cars slide through Canada Corner and then throw off massive rooster tails of moisture as they charged



Brian Schmitt photo

Dangerous Dan continued on page 8

Dangerous Dan continued from page 7

through standing water on the course. The weather played havoc with the teams all day and the changing conditions made for an interesting qualifying session with rookie Linus Lundqvist scoring the pole position while Team Penske favorites Will Power and Josef Newgarden struggled. Power went off course in the final session and Newgard crashed spectacularly in the Kink. We did our LTN Radio show from the track on Sunday and then watched Jamie Chadwick make history as she became the first female driver to win in the INDY NXT series in 15 years. I got to see the start of the Indycar race but had to leave early to make Slinger so I listened to Will Power’s victory on the radio as I pulled into Slinger.

Once again the late models headlined Slinger’s card and young Evan Hassler made his season debut after previously running the four cylinder class and Midwest Truck Series. Hassler started at the tail of the field advanced all the way up to second place in the final stages of the 50-lap feature. Hassler chased leader Ryan Gutknecht to the checkered flag and turned a lot of heads with his impressive run. Later on Hassler’s season debut became a total success as he

was awarded the feature victory after Gutknecht’s car came up light at the scales. Two weeks later, Gutknecht got his redemption however as he won the second round of the All Star Challenge for the late models. The All Star Challenge event drew a whopping 45 late model entries as many travelers made their first attempts at the Slinger high banks. Once again, Hassler was in Gutknecht’s rear view mirror as he finished second followed by Tom Berens and Mike Held while Penn Sauter scored his first top five Slinger late model feature finish in fifth.

The ASA Stars National Tour made its two Wisconsin stops in June with the Capital 200 at the Madison International Speedway on a Friday night before the Father’s Day 100 at the Milwaukee Mile on Father’s Day. I worked a camera for the Madison broadcast and was on the Leader Cam which means you just follow the leader no matter what. It can get kind of boring but I ended up getting “the shot” when leader Cole Butcher hit fluid in turn three and crashed hard into the wall which ended up being a major turning point of the race. I actually saw second place Ty Majeski slow down the backstretch entering turn three and thought he had a problem so I was zooming out so as to not lose the leader in the shot and still see

Majeski slow. It turns out Majeski noticed the fluid and slowed to avoid crashing while Butcher hit it and wrecked. After Butcher crashed out, I just followed the 91 for the remaining 150 plus laps as he dominated and won the race. I wasn’t able to go to Milwaukee as I had to be at Slinger that night as the super late models made their return. Dennis Prunty and Steve Apel have had some intense and controversial battles of the years and have been pretty hard nosed rivals. On this night, they battled for the lead side by side and never touched before Prunty prevailed at the end. Then on the victory deck they were very complimentary towards each other and even hugged. It was like we were in the Bizarro world but it was very satisfying to see two hard charging competitors with a history of run-ins come full circle and show the mutual respect for each other that was always there even if they wouldn’t admit it before.

Finally, in keeping with the diverse forms of racing theme for June, I ran the camera for Slinger Speedway’s SlamFest round one on a Friday night. The weather was awful as first lightening delayed setting up the video equipment then driving rain made for monsoon like conditions as the event went off rain or shine. I had help setting up an Easy-Up tent on the roof so I could at least keep the equipment dry and we even screwed the tent down to the deck to prevent it from blowing away in the gusty wind. The only thing was the heavy rain meant a lot of water collected on the tent roof and it gradually began to sink down on top of me as the evening wore on. I finally had to have a crew dispatched to the roof to help with getting the water off the tent so it wouldn’t collapse, and I continue to video the races for the online stream. Despite the crappy weather a capacity crowd turned out as it seems the people in Slinger like their fun no matter what the weather and they all came out and had a good time. The rain actually fit with the craziness of SlamFest and made the races even more whackier.

July will be another busy month as several big event type races are on tap including the Slinger Nationals on July 9th, the mid-week Reffner 88 event at La Crosse with a huge purse on July 17th, and the Twin 61 lap super late model features in honor of Jerry Eckhardt at Jefferson on July 20th. The World of Outlaws Sprint Cars head back to Wisconsin during the month with a race at Wilmot and a make up date at Beaver Dam and the World of Outlaws Late Models make their first Wisconsin stops at Wilmot and Cedar Lake at the end of July and early August.



Doug Hornickel photo

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Road America Photo Gallery



*Will Power ended his winless drought of over 2 years
(Ethan McCarty photo)*



*Christian Lundgaard exiting turn 13
(Ethan McCarty photo)*



*Michael Costello hitting the apex of turn 6 in the USF2000 race
(Ethan McCarty photo)*



*Kyle Kirkwood navigating the tricky track conditions seen in practice 2
(Ethan McCarty photo)*



*Nolan Siegel tries to get comfortable in his new car
(Ethan McCarty photo)*



*Alexander Rossi climbing the hill at turn 13
(Ethan McCarty photo)*

MULTI-DAY NATIONAL EVENTS

THE LEGENDARY OPENER

THUR - SAT, APRIL 18-20

25TH ANNUAL

MASTERS EVENT

USMTS MODIFIEDS, CLS LMS & USRA LMS

THUR - SAT, JUNE 13-15

10TH ANNUAL

WORLD OF OUTLAWS SPRINT CAR SHOWDOWN

HUGE FIREWORKS DISPLAY

FRI - SAT, JUNE 28 & 29

37TH ANNUAL

USA NATIONALS

\$50,000 TO WIN WOO LATE MODELS

THUR - SAT, AUGUST 1-3

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LEGENDARY 100

WED - SAT, SEPTEMBER 11-14

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IRA OUTLAW 410 SPRINT CARS, UMSS WINGED SPRINT CARS, UMSS TRADITIONAL SPRINT CARS, & VINTAGE CARS!

SAT, MAY 4

10TH ANNUAL

WORLD OF OUTLAWS SPRINT CAR SHOWDOWN

FRIDAY HUGE FIREWORKS DISPLAY

FRI - SAT, JUNE 28 & 29

24TH ANNUAL

JERRY RICHERT MEMORIAL

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Racing History

Make sure to check out Dale P. Danielski's Racing History column on page 13 for more information about these Noble family photos. Dave & Mark (top photo) Mark's #74 car win with numerous win stickers (middle photo) and the infamous 75 of Dave Noble (bottom photo)



(Dale P. Danielski photos)

RACE CAR ALLEY!

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Racing History

WISCONSIN RACING HISTORY

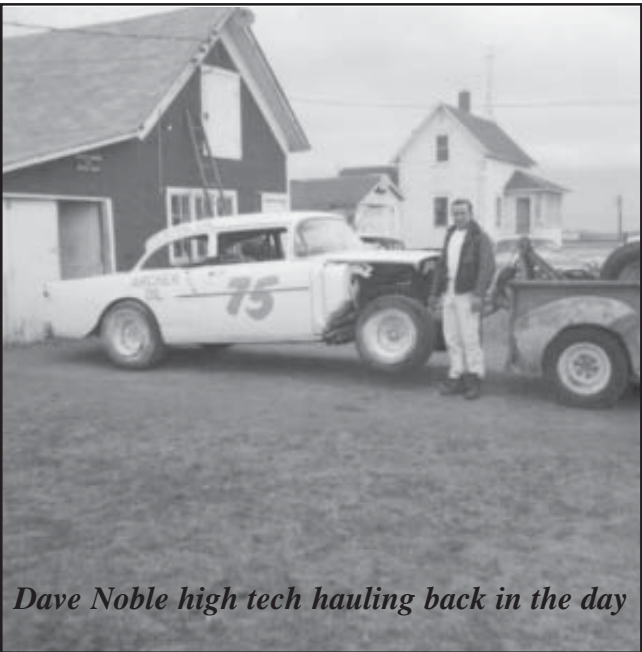
A VISIT WITH LEGENDARY RACER MARK NOBLE AT THE NOBLE SALVAGE YARD



Dale P. Danielski

We’ve been trying for some time now to get over to Blooming Prairie, MN., and visit with Mark Noble. That time came in November of last year and it was well worth the trip. Along with fellow racers Dave and Jim Tradup and area native, Ray Brown, here is a variety of quotable conversations conducted during the day while taking the tour of the salvage yard. Some attributed to an individual and some not to protect the innocent. Impromptu, random, spontaneous discussion made the day very enjoyable and memorable.

“Jack Mitchell, I met him at the Super Nationals, anyway racer Greg Kastli said, you gotta’ give Jack a call and have him build you a modified. So, I did. Jack had helped me out a ton on sponsorship and that. I sold it to my Dad, (The famous Dave Noble) he raced it for a year and then Floyd Matters wanted to race one more time. We went to Mason City, and I



Dave Noble high tech hauling back in the day

won the feature in my car, and I was coming around after the race and the red light was on. I’m like, what the heck happened. So, I go real slow to victory lane and heard Floyd just went off the corner wide open, he went into some concrete shit down there, tore the hell out of the car but amazingly never got hurt. Later on, some guys wanted to restore it, but it was so bent they gave up on it.”

“Jack Mitchell was building a car, it wasn’t quite finished, but we decided to race it. Got there late to Lansing, (Chateau Raceway.) and he got it qualified for the feature. Started 21st, 22nd in the race, then he barrel rolled it. You could see the top of the wall where it cut right into the car. It was wrecked. They started working on it, cuttin’ on it but found out it wasn’t worth it, was wrecked too bad.”

Continuing the tour through the yard the memories of time gone by flowed. “This was a Chevelle #76, Don James (Pave-ment racer.) had it. Car was prettier than hell, you look at it, it was plum crazy purple. He spent a lot of time on it, look at all the body filler he had on it. Some guys came over and got it, because it had his name on it, drove all the way from Appleton, WI., area.”

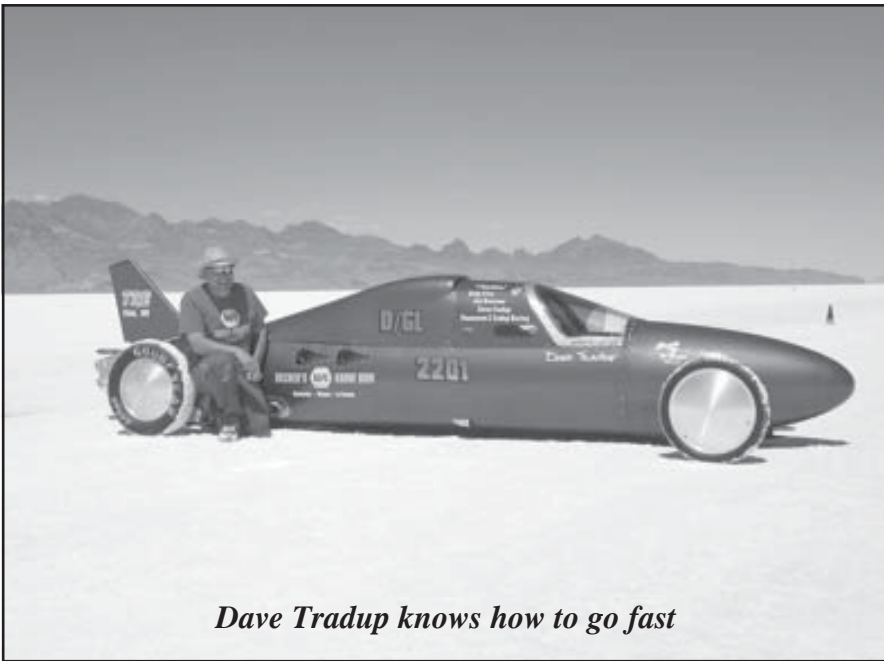
“My dad was racing up at the State Fair, (Minnesota) he had to race in the 500 lapper, but you didn’t have radios, no communication, you used a chalk board. You tried to find out how the car was running, number one was water temp, number two was oil, my dad would put his fingers up as he went by. Number 4 was what lap, 5 was pit, and 6 was relax, everything is ok. He won the race.”

Dave Tradup up says, “I remember your first race up at Lansing, Mark, you were probably all of 14 years old.” According to Mark, “I was of age and I actually raced at Morristown, (MN.) before that.”

Dave Tradup remembers a 1961 Chevy he built, that won 50 features. “It wasn’t pretty on the track but it sure was fast. It was an old Sanger chassis, good stuff, there was a ’61 body there at Harris’ farm so I bought all of it and put the ’61 body on it. I was at Cedar Lake for their big race and they said I was cheating after I won a preliminary race. I would have one the big one too, but I couldn’t run it. We loaded up and went home. It was not a pleasant trip home for my wife and me. Later their tech guy called me and said that car was legal. After that, my wife and I decided it wasn’t fun anymore, so I didn’t race for a long time after that.”

Mark was supposed to drive the Ralph

Earnhardt look alike car at Oktoberfest this past year, he had raced it the year before, but those plans went awry. “We were going to race it, but the guy that owned it, left me hangin’. Me and Sagen were going to pick the car up, get it runnin’, it was like two weeks before and I couldn’t get a hold of the owner. A couple days before the race, I left him a message saying, I guess we aren’t going. We ran out of time and it’s too bad. That’s a good car, it has my motor in it, I put a 4.9 rear end in it, ratcheting, that would have made that car so fast, would have freed it right up. We could have won that race, but we never went.. That’s the same car I ran Oktoberfest with the year before and got the black flag. I was leading and I thought the bottom of the race track was the white line, but the apron is the bottom. I was going right to the white line



Dave Tradup knows how to go fast

and I thought if you want to pass, you’re going to have to pass me on the outside. A guy went onto the apron on the inside of me, which I didn’t think you could do. He got under me, but I held my line, and he tried to get me up into the wall. He touched my left front, spun causing the caution but they gave me the black flag and sent me to the back. After watching the main feature, I saw all the guys were running down by the apron, that was the only way you were going to pass, unless you were Dick Trickle then you pass on the outside. So, I guess it was my fault.”

“I got told once by a promoter, I was flying back from a race in Wisconsin, to get to Owatonna, (MN) got there a 1/2 hour late, they started running and I asked, why didn’t you wait for me? The promoter said, “You know what, I got more cars because

Racing History continued on page 15

Racing History from page 14

they knew you weren't going to show up, I got 10 more cars because of that. And I thought, you know he's right. I shouldn't expect anybody to hold up the show for me. He got more cars without me but what about the fans?"

"Spent a lot of hours out here in the yard. Trees all grown up, Cherrywoods, it's like Tarzan's jungle!"

"This sheet metal stuff is off Dick Stang's (Pavement racer) car. Red, I remember that car. We had an old Monte Carlo we got from Stang we took to the Minnesota Fair. Showed up with it and ran a faster time than Stang did."

Rummaging through more race car sheet metal. "This is that Monte Carlo my dad had. Dave Noble told me once, somebody years ago showed up wanting a door from one of his race cars. They came out here, and asked what he wanted for it, and with the #75, Dave's number on it, he say's, I suppose \$75!"

Looking around some more we find an old snowmobile. According to Mark, "It's an old 1968 Evinrude, I drove that in high school. The other guys had Arctic cats, going about 60, I'm going 30, I could have had my dog running right along beside me. They just smoked me, but that's all it had."

They had those cheaters races at Huset's Speedway in South Dakota where the racers would run what you wanted including putting big wings on the roof of the car. According to Mark, the Rubin brothers were running the race, and he decided to run it. "I put big tires on and my biggest motor, and on the way out there, we found out you could run wings. Denny Houseman was promoting Fairmont, (MN) at the time, he was a big sprint car guy, so I called him. You got a used wing I can buy, he say's yeh, I got one, \$50 bucks. We pulled in, took the roof off the car and put the wing on right there. Got to Huset's and in the first race my car was so tight, I could hardly turn. I went up to Doug Wolfgang, I didn't know him, he says move the wing as far forward as you can. So I did and Oh! shit I whipped their ass in the feature, I never let up all the way around the track."

"Those are spare axles my dad had. He ran stock rear ends in his race car so he kept those because he knew he'd need them. He'd run Oldsmobile, Pontiac or Buick rear ends because they were so strong."

"Wow! that's just like the car Verlin Eaker raced. Verlin raced that Mopar into the '60s. He came to Rochester (MN.) with it one time, and I remember him beatin' Mert (Williams) with it. It was the first time I'd seen anyone beat Mert. He had the big Ass Hemi in it and he won with it. He ended up being a big time racer. Think he won the World 100 that one year in A Sanger car."

"I remember the night Darrell Zweifel got into it with Wollenberg. It was an all aluminum big block Chevy painted lime green. You could hear that thing among all the rest of the pack. He was probably

winding that thing 8500 RPM down the back straight-away. He and Wollenberg got together and that car stood on end, spinning like a top, with lime green parts flying everywhere. I thought the son of a bitch was dead. But he kept on racing."

"I worked at Olympic Fire protection. Gene Sheetz owned it. He made my racing happen. I was driving truck out of Owatonna and I got with him. He said Mark, you need to race more. he said when you aren't racing, you can work for me. What an arrangement. But for him, it was living the dream involved in my racing."

"Look at that, a 413 Superstock Dodge."

"Look at this one, it has an 8ball shifter in it and suicide doors."

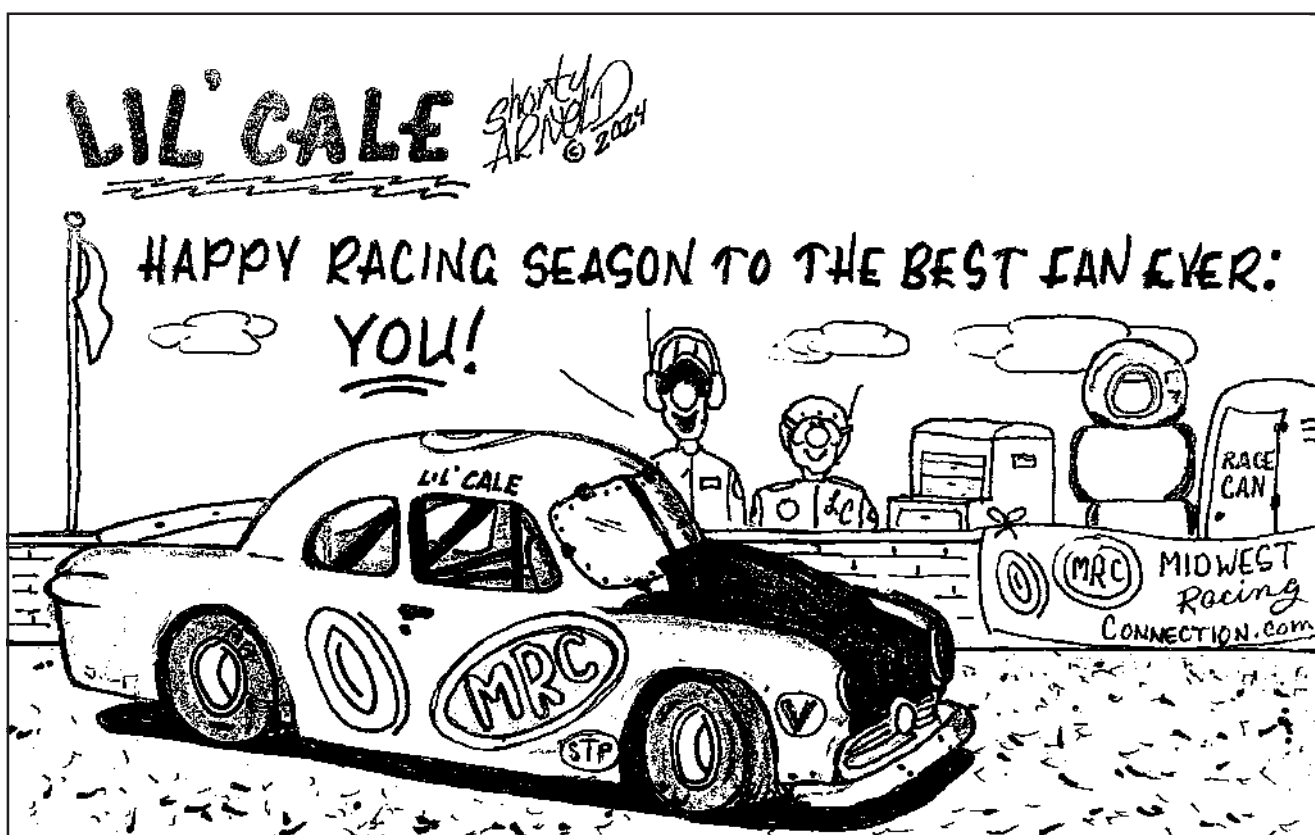
"Bunch of these tires have more tread on 'em than the ones I raced. I should have been pickin' up

your old ones Mark."

"I remember Dana Gish when he was racing he'd come to Kasson (MN) I think he had a different car every week. I think he wiped one out every week. Had all the chrome on 'em, my God. He was a wildman."

Remember Wayne Williamson? He didn't get along with Karl Fenske. Remember that time at Lansing he was sittin' on top of him, just whaling on him and everybody held the people back so nobody would stop Wayne. Karl was running away from him in the pits and Wayne caught him and tackled him. Just beat on him. Karl wore sun glasses everywhere

Racing History continued on page 16





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Racing History from page 15

for quite awhile after that, he was at the next race at Kasson and you could still see black and blue around his glasses. Karl had no idea who he was up against. We said you don't want to mess with him, he'll kill ya"

"Dave Hesch set Karl Fenske up with a Sanger Late Model Chassis. Dave brought in sponsor Budweiser and Karl ran real good with that car. I don't know what it was, but Karl was leading a race and a lapped car got in his way. He still won the race but coming around he flipped off the flagman. The Budweiser people were in the stands and when they saw that they said get him out of the car. Hesch took the car back over and won races but not like Karl was."

"When I was racing at the Dells I got to know Kenny Reiser. What a wildman. It was after the race one night we were all at Leo's Bar, everybody's drinkin, the place was full. All of a sudden I hear, Look out!, and here comes Kenny through the door with a Mule. People were getting shoved aside and he's standing there next to the pool table, the thing was huge! That was Reiser, just a nut."

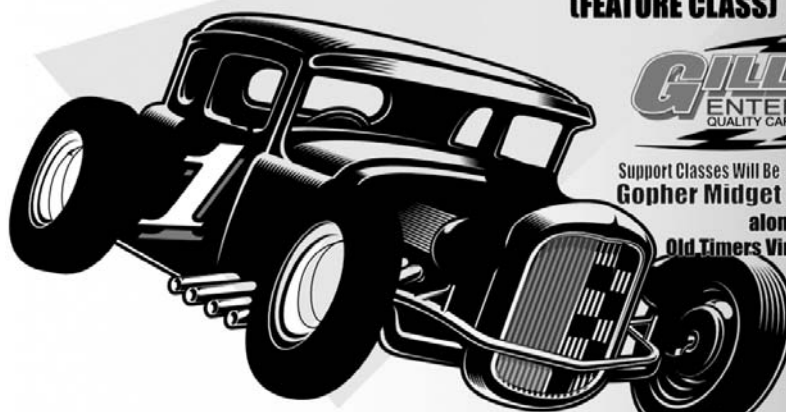
"There was so much sugar being shipped through here, it was a good place to have a still somewhere. Supposedly there was during prohibition."

"That car I got from Leroy Scharkey weighed 5,000 lbs and used a 3/4 ton floater rear end."

"I have a plan for the yard and I wanted to sell it, and because you can't start one up anymore there is value in it. I had 140 cars in it at one time and I wanted \$800 a car. I was offered \$200 and that just wasn't enough. I've come down in price and I might settle for that. There's value here when you look at some of these cars with all the chrome on them. If it's good chrome they tell you it's worth anywhere from \$20-\$40 a foot. But you have to market it. I really don't want to do that. If I could just retire from work and come out here maybe I could do that. But I do have to get rid of the stuff while I'm young enough to enjoy it."

Here and there...In case you missed it, Cade Dillard was the big winner in the \$100,001 to win Modified race at Mississippi Thunder Speedway. Apparently it was a success, as the plan is for a \$125,000 to win event in 2025... Defending NASCAR Late Model track Champion Skylar Holzhausen is getting all he can handle from Jacob Goede this year in trying to defend his title at La Crosse Fairgrounds Speedway. Goede has picked up a couple main event wins this year and leads in current points. Wiley veteran Steve Carlson even picked up a feature win here at Lax recently... Mark Noble has won over 700 feature races in his storied career, mostly racing modifieds...The Tradups are no slouches either having won main events at tracks all over Minnesota, Iowa and Wisconsin... Mark Noble has a former Fred Nielsen/Joe Shear Bemco race car in a shop near his house. Mark would like to get it restored to original and have where it can be displayed for all to see... Besides the numerous race cars at the Noble yard, many significant road cars remain there. Some of what was at the yard has been claimed, including the fiberglass bodied, late model Dave drove way back when... Many stories to be told, even one about well known mobster, Al Capone who at one point was staying in Blooming Prairie. A car that was found behind a barn where Capone stayed is at the salvage yard today. Could it be the gangsters car? Believe it? Or not.

Questions, comments, opinions and other information welcome at Starmaker Multimedia 967 10th Ave N Ste A, Onalaska, WI. 54650. 608-783-5125 608-518-2478 or at dale@starmakermultimedia.com

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Racing Nuggets



PJ "Jacklyn" Nuttleman

I admit that I've had some challenges with my mouth in the past. Sometimes, I don't know when to let stuff go and not feel obligated to defend the people I care about. That can be a big problem in the racing world. I have learned that hard lesson over the years. I've made many people angry with my smart-ass comments when I felt they smeared the drivers my husband, Toby, has worked with over the past 15 years.

I have learned to temper my emotions, working hard NOT to engage with keyboard warriors quite successfully... that is, until recently.

My emotions could not be controlled. I struggled as I read the comments from people ripping on Toby after the disqualification of Ty Majeski at the ASA STARS Tour race at the Milwaukee Mile. I get extra feisty when people take swipes at my husband.

Toby lives, eats, breathes, and excretes racing. He works SO hard and gives way more of himself than most realize. He loves this sport and the teams he works with. I admire it, even though it means I don't see him often during the race season. It's who he is; I knew it when we married. I'd never try to change his passion—I fully support and encourage it.

In case you were sleeping under a rock and missed the whole drama, Majeski was dominating the field at Milwaukee on Father's Day, until the last pit stop, when things went sideways and the handling started falling off on his TOBYCar. Watching that one slip away from the entire team as they finished P2 to Dawson Sutton was disheartening.

After the race, officials wanted to examine the engine more thoroughly during technical inspection. It seemed unusual that only the top two finishers were subject to the power plant colonoscopy. Usually, it's something like the top three or five. There may have been squawking about the 91's engine since the extra inspection stopped at P2.

Toby encouraged the officials to take the engine and do whatever they felt they needed to ease everyone's mind. He was so confident that it was fine, and so was the engine builder, Dwaine McGunegill. They both felt they had a 100% legal piece under the hood.

Except it wasn't within the threshold of the rules. *sad trombone.

The right side of the engine bank was .2 over the compression threshold. The left side was within the legal limit. McGunegill took the blame for a miscalculation that didn't allow the proper wiggle room for the inevitable carbon build up that can affect the the compression. Point two on one side of the sealed engine does not give a noticeable advantage, despite some mouth-breathers carrying on about the "advantage" Majeski had with that infraction.

As Toby likes to say, there are four corners on a race track and two straight-a-ways. If the car can get through the

turns smoothly, the driver can get on the gas sooner. That makes it appear to an untrained eye that the engine is doing some serious flexing. The reality is that the ability to get on the gas sooner provides a jump start down the front or backstretch on the competition. That's roll-speed. It's a real thing for winning machines to have.

But back to my inability to ignore jackwagons ripping on Toby... I really should've just shut down the social media channels and stayed away for a week, but I guess I'm a glutton for pain. A particular individual who certainly does NOT know squat about Toby took to repeatedly ripping on his character. I started typing a snarky retort several times to him, but managed to delete it. However, after the seventh or eighth maligning of Toby's integrity, I couldn't take it any more and proceeded to write some scorched earth comments back to him. Hitting "send," didn't make me feel any better. Smarter people would've known that it just encouraged this imbecile to pile on heavier with disparaging remarks about my husband.

Eventually, Toby told me to let it go. "It doesn't matter," he said. And of course, he was right. (He's going to love having that statement in writing.)

I took comfort in the actions of some drivers whom I admire that made public statements on social media to defend Toby's character. Jeff Storm and Riley Stenjem made some heartfelt posts about Toby's work ethic and integrity in an effort to put a stop to the savage comments being made about him. For that, I am eternally grateful and appreciative.

At the end of the day, I know it doesn't matter what some jackwagon—who doesn't even personally know Toby—writes or says about him. I know this. Yet, here I am, constantly praying for strength to let this irritation go. Maybe, if I ever meet this loud-mouth, I'll buy him some pistachios. It's better to give than to receive, and I'm certain Jesus would rather have me give that guy some nuts instead of punching the ones attached to him.


All In The Family

Matthew Larson racing against his grandfather Dennis Larson in USRA Late Model action



Dan Plan photo

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