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Photo Gallery

May 2025

Inside...



Racing History



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Publisher's Note
Racing According to Plan



Dan Plan

It took me 50-some years to learn how to focus on the positive rather than dwelling on the negative. This applies to my personal life and also my passion for short track racing. The past several years, there seems to be more negativity associated with racing than the positive aspect. In all honesty, it's just as easy to find the positive situations, but it seems most noise is generated around negativity. I guess it's always been this way.

Focus on the Positive

With this in mind, I enjoy a good race. I've never been a fan of the "bump and run" that is prevalent in the South and especially in Cup racing.

My most recent positive experience was The Legendary Opener at Ceder Lake Speedway. I'll be honest, an event with 10 divisions and time trials in one night isn't really my cup of tea. I have changed my mind after this year's show. The entire program (time trials and feature races for 10-divisions) was completed by 9:45pm. This is simply not possible South of the Mason/Dixon line, but they did it up here. To top things off, the Late Model feature was absolutely phenomenal. Jesse Glenz set fast time and took the early lead. Watching Giossi, Glenz and Panitzke battle through lapped traffic was one for the record books. Rather than "dialing each other out" they raced each other. Incidental contact, bent panels and no hard feelings. That's good stuff in my book.

Another huge positive experience for me was the annual Icebreaker race at Dells Raceway Park. First of all, I was so happy several years ago when the event changed from a Sunday afternoon event to a Saturday afternoon event. Getting home on Saturday night is much more enjoyable than getting home on Sunday

Publisher's Note continued on page 4



Dan Plan photo

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RACING
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May 2025

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Publishers note from page 3

night. This year's event had nearly 100 cars spread across three divisions. That is a huge car count for just 3 divisions and unheard of elsewhere in the country in this day and age. While there were some "ruffled feathers" and a couple of wrecks, you'll have that. It's just part of short track racing. It always has been, always will be. The 602 Late Models only had a few cautions with Danny Church and John DeAngelis running side-by-side for many laps. The Midwest Truck Series ran green to checker without a caution for 50 laps. The main event for the Alive For Five Super Late Models saw Luke Fenhaus start in ninth position and drive through the field for the win. I don't think there was a tire mark or scratch on his car at the end of the day. To top things off, Fenhaus ran for Thorsport in the Truck race at Bristol the night before. This meant he missed the Friday practice session at the Dells and only had one 15-minute practice session Saturday morning. It's 800 miles between Bristol Motor Speedway and Dells Raceway Park. That's dedication and once again a positive thing. We still have it pretty good here when it comes to short track racing (dirt and asphalt) here in the upper-Midwest.



Dan Plan photo



#billettrickery

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Racing History



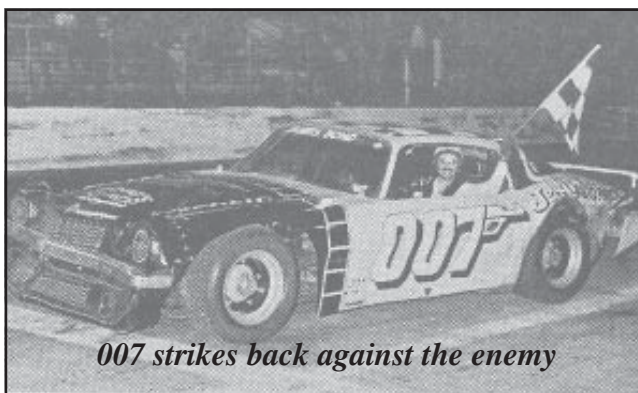
Dale P. Danielski

With last months column going over so well, it's time to pick a couple different years of history and this time we will concentrate on the month of June, 1978 and 1979. For those that enjoyed the last column great! For those that didn't, well, you'll just have to bear with us for the next 42 years or so.

Let's begin... again.

1978, in an amazing, and what had to be extremely boring race, Gary Bowsher finished seven, yes SEVEN, laps ahead of Bay Darnell to win the Texas 500 USAC stock car race at Texas World Speedway, College Station, TX., June 4th. A lap four caution due to a rabbit on the track, which was gaining on Bowsher until it got tired and pitted, slowed action. It was reported that of the crowd on hand, 6 actually stayed awake to the finish. Rich Vogler won his fifth straight USAC Midget Feature at Columbus Motor Speedway, Columbus, OH., June 4th. In an article scribed by John R. McKarns, Tom Reffner ended his ARTGO dry spell by winning the All-Star 200 at Grundy County Speedway, Morris, IL., June 3rd. Dwain Erickson was the Late Model feature winner at ABC Raceway, Ashland, WI., on June 3rd. Bob Root and Rich Shutte were next. John Stevenson won the Sprint car feature at Cannon River Speedway, Morristown, MN., June 2nd. Rich Blackdeer took the Hobbystock main at La Crosse Interstate Speedway, West Salem, WI.,. Tom Reffner won the Late Model feature. In his first appearance of the season, Doug Wolfgang won the Sprint car feature at North Star Speedway, Blaine, MN. Bud Koehler ended a long dry spell by winning the feature at Raceway Park, Blue Island, IL It was the 489th feature win of his career. Ron Prochnow captured the hobbystock feature win at Racers Raceway, Bruce, WI., June 3rd. Mike Mellius took home a record single driver's earnings of \$574.00 for winning the 50 lap feature at Norway Speedway, Norway, MI., June 16th. Bob Iverson and Gene

Coleman followed. Snook Dehm, snookered the field in Late Model action at Fairbury Legion Speedway, Fairbury, IL., June 17th. Frank Wright, less the middle name Lloyd, won the Street Stock feature. John Speer won the Late Model feature at Slinger Super Speedway, Slinger, WI., June 18th. It was Speer's first ever win at the track. Mike Klecker won the Sportsman main. Rick Hauser won the hobbystock feature at Kasson Speedway, Kasson, MN., June 18th. Leroy Scharkey drew blood first and gobbled up the field in the Late Model main. Mike Miller took three main event wins during the third week of June on Central Wisconsin paved tracks. Miller was behind the wheel of his 1978 Oldsmobile Cutlass. Tom Nesbitt continued his winning ways by taking the 15 lap Late Model feature race at Hibbing Raceway, Hibbing, MN., June 17th. Bill Johnson, of which there were over 100,000 listed with that same name at the time, won the 30 lap Modified feature at 141 Speedway, Francis Creek, WI., June 21st. This Johnson separated himself from the crowd, being a Junior, and from the field of Gerry Olson, Ken Blaine, Etchie Biertzer and yes, Bill Johnson, the III, who followed. Rich Somers won his 3rd straight Late Model feature at Wisconsin International Raceway, Kaukauna, WI., June 22nd and for his efforts received a cookie from the "Cookie Monster" of Tastee Bakery. Somers Thundered to the win riding his pony, taking the 20 lap main in front of the largest FRRC race event crowd ever of 4,119. Don Leach won the 50 lap feature at Rockford Speedway, Rockford, IL., June 24th. Brad Gerke was going all out from his front row spot to win but spun out on the 11th lap, he claimed he had help, which ended that effort. James Bond, taking some time away from movie making won the 30 lap feature June 23rd at

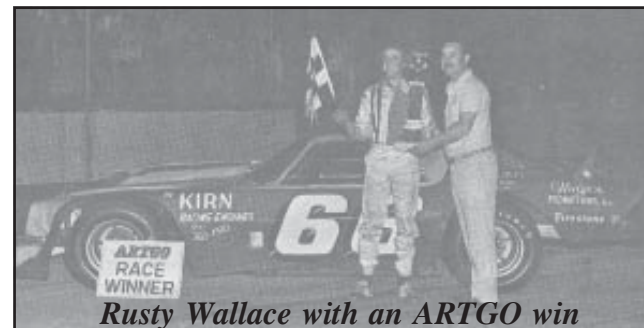


007 strikes back against the enemy

Raceway Park, Blue Island, IL. Bond cashed the winning share of loot in the name of Danny Colyer. It is thought he also got the girl on this very special night. All he needed was to start a little further back, as Brad Gerke won the Late Model feature at Rockford Speedway, June 21st. Gary Dye won the 25 lap Supermodified feature at the Beaver Dam Raceway, Beaver Dam, WI., June 20th. It was Rusty Wallace

HISTORIC VALUES

HISTORY THAT NO LONGER REPEATS ITSELF



Rusty Wallace with an ARTGO win

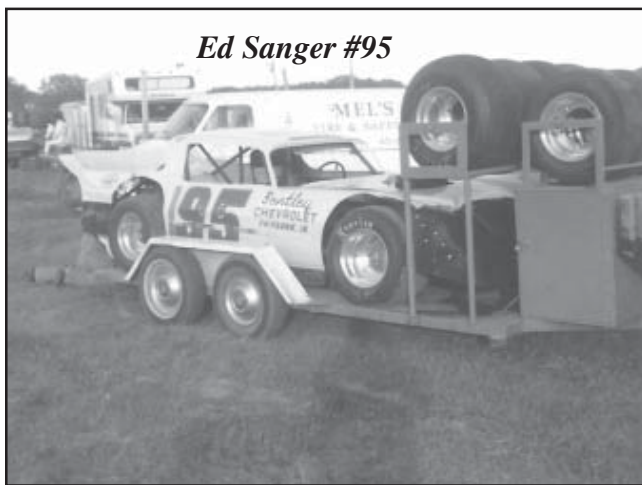
who had at this point in time a good chance of going on to bigger and better things won the 75 lap ARTGO feature at Capital Super Speedway, Oregon, WI. Steve Moll won the semi-feature, with Bill Klein taking the Modified feature win. According to Dale Danielski in an article he wrote, Dick Trickle won the feature race at the Golden Sands Speedway, June 25th, The car he was driving, a Pontiac, before it left to race in Florida in February, had so much left side weight bias, you couldn't even fit a jack under it on that side. Ken Matthews won the semi-feature. By virtue of setting fast times, Marv Marzofka and Mike Hennessey were declared winners of their respective feature races due to those events being rained out. They were awarded feature pay for those said events. Who does that anymore?

On June 2nd, 1979, it was Mike Miller capturing the 100 lap ARTGO Racing sanctioned feature at the Lake Geneva Raceway, Lake Geneva, WI., Miller who was third in ARTGO points heading into the event drove his Dairyland Transport, 1979 Oldsmobile Cutlass to the win. Following Miller at the finish was Dick Trickle, Dave Watson, Larry Schuler, Mark Martin and Conrad Morgan. The semi-feature main went to Butch Mierendorf. Consolation race winner one was Ron Schuyler. Consolation race winner two went to Willie Goedon. Hobbystock main event winner was Fred Boal. The largest crowd ever to witness a race at Lake Geneva attended, watching 45 Late Models participate. Dick Stang was the victor in the Late Model Feature race on June 2nd at the Elko Speedway, Elko, MN. At the finish, Stang won by a car length over Mark Lamoreaux, followed by Jim Derhaag, Dewey Gustafson, and Mike Demars. Dick Partington won the feature for the hobbystocks. At Golden Sands Speedway, Plover, WI., June 3rd it was Randy "porky" Phillips winning the beer belly contest. No further information was available as the beer flowed a little too freely, well into the wee hours of the

Racing History continued on page 7

Racing History from page 6

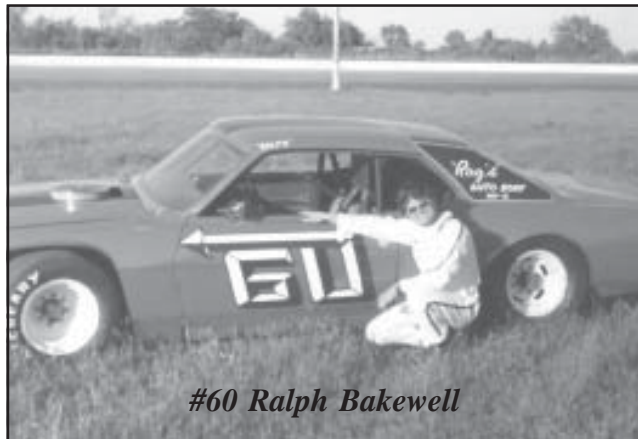
morning. With all fans sporting a WDGY bumper sticker receiving a dollar off admission, it was Phil Prusak taking top honors in the late Model feature at Cedar Lake Speedway, June 2nd. Lance Matthees, Brent Laursen, Leon Plank and Karl Fenske tried in vain, following Prusak at the finish. Tom Hearst was the victor, in Late Model competition at Davenport Speedway, Davenport, Iowa on June 1st. Dave Birkhofer was 2nd. Peter Parker didn't let being bitten by a radioactive spider stop him from winning the Grand American Late Model, Winston 50 feature at



Ed Sanger #95

the Brown County Fairgrounds Speedway, Depere, WI., on June 3rd. Ed Sanger, Leon Plank, and Mike Melius crawled behind in the next positions. Sportsman feature winner was Bob Kafer. Leon, I walked the Plank, raced right on the edge to win the Late Model feature at the Red Cedar Speedway, of Menomonie, WI. Punky Manor, Ron Prochnow, and Jim Bruggeman, bravely followed. Marv Marzofka never cried Wolfe in winning the 30 lap Late Model feature at Dells Motor Speedway, Wis. Dells, WI., June 2nd. Tom Musgrave, Steve Holzhausen and Ted Kitzman made up some real estate but couldn't catch Marv. Jim Back came out with a very radically designed Late Model during the year and one feature of it was A Frames mounted to the engine. Jimbo always was innovative, but sometimes over thought things. According to star racer Marlin Walbeck, "One week he'd be running like Jack the Bear and win the feature, but then he'd start changing things and couldn't even win the semi-feature" There were issues with this car and

Jimbo ended up switching to a more conventional set up. Mark Noble took the Late Model feature win at the Dodge County Speedway, Kasson, MN., June 3rd. Don Zweifel, Jim Schell, Bob Lawrence and Mark's Dad, Dave Noble followed. Hobbystock action found Ron Quamme winning. Dave Tradup was 6th. It was Pott luck at the Rensselaer Raceway, Rensselaer, IN. Actually it was all skill as Richard Potts won his second straight Late Model feature at the track. Grand Opening was scheduled for the all new Dickinson County Raceway of Norway, MI., June 22nd, 1979. Their motto was, "Be A STAR on the TAR at DCR". Kent Pearson ended up winning the first ever Late Model feature there. First ever Sportsman main event winner was Steve Wilcox. With the "energy crunch" going on, more race attendees are local this season, according to columnist Gary Vercauteran. Terry Mashak won the Hobbystock feature June 6th at La Crosse Interstate Speedway. Steve Carlson and Rick Wateski were 2nd and 3rd. Tom Reffner in a 1978 AMX won the Late Model Feature. Ralph Bakewell



#60 Ralph Bakewell

received semi-feature race honors. John Anderson won all three legs of the Sterling Bluegrass 300 ASA race at Fairgrounds Motor Speedway, Louisville, KY., June 16th, only the second driver to ever do that. Tom Bigelow captured his 44th career USAC Sprint car feature at Salem Super Speedway, Salem, IN., June 16th. The win made Bigelow the all time winner in the division. The feud continued between USAC and CART for supremacy of Indy car type racing. This situation and the steady decline of the Stock Car division were the beginning of the end for all practical purposes of USAC. John Knaus, Father to Chad, won the Late Model feature at Grundy County Speedway, Morris, IL., June 15th. Ed Sanger took home \$1,500

for winning the feature in the Late Model Invitational at Hibbing Raceway, Hibbing, MN., June 12th. He followed the win up with another at Rice Lake Speedway June 13th in the NGK Spark plug 50 lapper. Frank Gawlinski took top honors in the 30 lap feature at Raceway Park, Blue Island, IL., June 16th. Happy being Polish, Gawlinski won over Ted Moore and Dave Weltmeyer. They said it couldn't be done. But they went ahead and got it done! It was the big rig truck race at Atlanta Motor Speedway, Hampton, GA., Mike Adams rolled to the win and earned \$15,000 in the process. Races at Shakopee, MN., Raceway Park Sunday night, June 17th, took an interesting turn as the winner of the 25 lap Late Model feature, Joe Marshall was given a 30 day suspension for 'unsportsmanlike' conduct. No further information given. Steve Kinser won the 30 lap World of Outlaw feature at North Starr Speedway, Blain, MN., June 24th. Jerry Reichert was 2nd and followed by Sammy Swindell, Lee James and Rick Ferkel. Tony Izzo captured his 7th main event of the season at Sante Fe Speedway, Hinsdale, IL., June 24th. Larry Roebuck, without his partner Sears, won the Late Model feature at Waukegan Speedway, Waukegan, IL., June 23rd. Stash Kullman walked away with the bulk of the big Stash June 23rd, at Raceway Park, Blue Island, IL., winning the 30 lap Late Model feature.

Questions, comments, opinions and other information should now be directed to Starmaker Multimedia 314 3rd Avenue South, Onalaska, WI. 54650. 608-518-2478 or to dale@starmakermultimedia.com

Mystery Driver



The mystery driver of the column. For future consideration benefit, name this driver.

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2025 KEY DATES

MAY 17
Opening Race - 2pm

JULY 16
Super Lates: Tom Reffner 88
Plus CWRA Late Models - 7pm

JULY 19
Fairtime 50 Lap Late Model Feature - 7PM

AUGUST 9
Double Feature Showdown
Two Features for all Divisions - 7PM

SEPT. 6
Night of Destruction - 7PM
Monster Trucks • Fireworks
Jet Car & Trailer Race

OCT. 2-5
Oktoberfest Race Weekend

Double Late Model Feature Nights:
June 7 & 28, July 26, August 9

THE MIDWEST RACING CONNECTION

Photo Gallery



*Luke Fenhaus and Tristan Swanson at Dells Raceway Park
(Doug Hornickel photo)*



*"The Iceman" Scotty Brandt in Traditional Sprint action
(Junior Jackson photo)*



*Jesse Glenz in his 7-Eleven themed scheme for 2025
(Dan Plan photo)*



*602 Late Models lined up and ready to go
(Kyle Kingman photo)*



*Jordan DeVoy and Penn Sauter battle for position at The Icebreaker
(Doug Hornickel photo)*



*Brad "JJ" Mueller in Midwest Truck Series action
(Brewster Baker photo)*



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- CWRA Super Late Models Twin Features

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BIG 8

Late Models

2025 SCHEDULE



SAT Apr 26

48th Spring Classic
Grundy County Speedway, Morris, IL

FRI May 23

Big 8 Late Model Special
Madison International Speedway, Oregon, WI

FRI Jun 6

Clash at the Downs XI
Hawkeye Downs Speedway, Cedar Rapids, IA

SAT Jun 28

Chicagoland Showdown
PLUS Midnight Ride & Rockford Racers Reunion
Grundy County Speedway, Morris, IL

FRI Jul 18

Legends.Direct Classic
Hawkeye Downs Speedway, Cedar Rapids, IA

FRI Aug 1

Union 464 Night PLUS Rockford Racers Reunion
Madison International Speedway, Oregon, WI

FRI Aug 8

Ron Meister Memorial
Tomah-Sparta Speedway, Tomah, WI



SAT Sep 13

60th National Short Track Championships
PLUS Rockford Racers Reunion
Dells Raceway Park, Wisconsin Dells, IL

SAT Oct 4

56th Annual Oktoberfest Race Weekend
LaCrosse Fairgrounds Speedway, West Salem, WI

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Racing Nuggets



PJ "Jacklyn" Nuttleman

There's been a lot of complaining about racing lately. It's no surprise. The race season is just getting started, and there has been a lot of head-inserted-in-anal-orifice driving happening. A fact that is amplified, especially now in this age of social media. However, there ARE STILL a lot of bright spots in racing. One of the best is visiting a track near you at some point during this season with its 15-race schedule. I'm speaking about the Midwest Truck Series. It's fun, affordable, and stacked with talent.

The series evokes feelings like what I had of the Sportsmen division at the La Crosse Fairgrounds Speedway in the early 2000s. That division was jam-packed with incredible drivers who maybe didn't have enough funding (or desire to part with a lot of funding) to field a Late Model. Instead, they strapped into their Sportsmen ride and put on a stellar show every Saturday night.

To me, the Midwest Truck Series is bringing this same spirit to racing wherever they go. And it is a series that is truly being run with the racer's budget in mind.

At the start of their season, you buy five new tires and are allowed three carry-overs from last year. You're able to run the tires in any combination for the first two races. They allow only one new tire after the second race of the season (Madison for the Joe Shear Classic), so no additional new tires are allowed until the series heads to Hawkeye Downs on May 16th. No banking of new tires is allowed either. The whole tire plan with this series is super helpful with the bottom line for a racer, AND it helps some of the newbies to learn to manage their tires, just like in the Golden Age of racing!

The smart approach doesn't end with the tires.

John Wood has done a phenomenal job with his team on the rules. They run the 602-crate engine, which is very affordable, in the vicinity of \$6,000. Bump stops, rebound stops, or spring pre-loaders are NOT allowed. Brake rules are approached from a cost-effective standpoint as well. There's even a 25-pound break for utilizing GM single-piston brake calipers all around the car. This series is adhering to the KISS theory in racing: KeeP It Simple... Silly.

And there is beauty in the simplicity. Many viewed the series as a feeder or development path for young drivers. To a point, it still is however, this series makes it affordable for seasoned racers to keep their lead foot in the sport, while still being a wonderful gateway for young racers to learn and perfect their race craft. You can't put a price on being able to race with accomplished drivers as you hone your skills

behind the wheel. (*Didn't Kenny Wallace refer to that as 'sperience? Or maybe he was quoting Dick Trickle when he said that.*)

While the Midwest Truck Series is generally viewed as a support series for a race program or show, I think we will all be sharing a wink and a nod, knowing they are putting on some of the best racing you will see anywhere. The fact that they ran their 50-lap feature flag-to-flag, caution-free at the season opener at Dells Raceway Park is not a fluke. It's representative of the immense talent, respect, and pure love of racing held by the teams who put the trucks on the track.

I'll just say it: The Midwest Truck Series is the best example of how racing should be done. And how lucky are we to have it coming to so many great tracks this season?! Check out their full schedule at midwesttruckseries.com.



For Trucks Sake

Dan Plan photo



Dan Plan photo

Dangerous Dan



Dan Margetta

The racing season kicked off for most of us with the Ice Breaker 100 at Dells Raceway Park and it was great to see so many friends I hadn't seen since the previous season ended last October. It turned out to be a great day and the nice weather brought out many race fans who packed Dells Raceway Park about as full as it's ever been. Over 30 super late models signed in which meant the field was super competitive and that was evident in the first half of the main event as quite a few cautions and wrinkled fenders arose from the aggressiveness. When things settled down in the second half, Luke Fenhaus made the all-night road trip from the NASCAR Craftsman Truck Series race worth it as he drove to the victory.

The aggressive nature in the first half left many talking afterwards about the way folks were driving on the racetrack and what was acceptable racing etiquette. I was on the "battle cam" for the live stream which meant my job was to catch all the incidents that could occur while the other camera was focused on the leader and I'll tell you I was pretty busy in the first half of the race. It was easy to see things develop and together the broadcast team didn't miss any of the action. I thought about this after hearing so many gripes and wondered can we clearly

define the fine line between good hard "rubbin" and "low-down, \$\$\$&# racin'?" We all like to complain when guys get wrecked yet we also like to tell a driver they "don't want it bad enough" if they don't move someone out of the way. Along the same token, no one likes a follow the leader parade of a race but no one wants a crap show either. Now, I've never turned a competitive lap in a race car so admittedly I am nowhere near an expert on this subject and all I can offer is the perspective of someone who has watched thousands of races and has hung around enough race drivers to have an idea how they think.

It's extremely difficult to hardline define a set of rules of the road because so many outside factors contribute to each situation and every instance is different from the others. A lot of racers and fans like to play the "what about" game and bring up previous incidents and how they were handled yet that is only really relative if it involves the same two drivers over an extended period of time. In those cases maybe it is best to take a page out of the Days of Thunder movie and make the two offenders go to dinner together and hash things out once and for all.

I tend to think the Cardinal Sin in driving etiquette is right-rearing another driver. It's never acceptable no matter what was done to you as it's dangerous and most of the time tears equipment up bad which costs a lot of time and money and is never fun. I also think if you're faster than the car ahead of you it is acceptable to tap on the rear bumper to let that driver know you're there and after a few taps a nudge is in order to "move" that car up a lane to get by. Administering those taps is a finesse that is developed as plowing into the rear bumper to knock that car out of the way is not a "tap" and will surely result in some form of retaliation which is not good for anybody and usually collects innocent bystanders. On the other hand, if you are the slower car in front parking it in the corner to protect your position, you should expect to get "tapped" and "nudged" by a faster car behind you and if you are moved, it's probably best to realize that spot is lost and work on getting better later to take the spot back. Now, if you are knocked out of the way, I get it, you are probably ticked off and I guess a decision needs to be made to either slam the offender back and risk causing a big

mess or practice patience (easier said than done) and maybe nudge that guy out of the way later when its not so obvious. A lot of this decision-making also depends on the point of the race the incident occurs as early on there should be more giving than taking but as the checkered flag gets closer in sight, its hard to give anything and the taking dominates. That's where the Race Director, Flagman, and other officials do play a part as bumper use and pick a lane warnings get distributed which drivers should respect.

Finally, a big factor that goes a long way toward respectable driving is just knowing who you are racing. I'm not saying drivers are going to be best friends all the time but it does help if they talk to one another and at least have some idea who is in the drivers seats of the cars around them. I think you are less likely to wreck someone you know and if you do get into each other which is bound to happen you are less intimidated to go over and say sorry afterwards. It's also why the social aspect of racing is so important as it's harder to stay mad at someone you know and many times brewing situations can be turned into funny pit party stories over a few cold ones.

Collectively we've seen some of the best racing in the nation here in the Upper Midwest and have earned a respectable reputation on how to race "the right way." Younger drivers should have a genuine interest in keeping that reputation going and older drivers should feel an obligation to mentor the new comers just like legends such as Trickle, Shear, Reffner, and others did with them. It's what has made racing great up here for several lifetimes and I'm confident it will continue for years to come as we embark on yet another race season.





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Going in Circles



Charlie Spry

Just some random thoughts and memories as we finally get into the regular season of racing on our local short tracks.

One of my favorite memories of racing when I was a youngster included the thrill of seeing stock cars being hauled to the track on the highway. In the era before enclosed trailers, many were hauled on old ramp trucks.... 1953 Fords, 1957 Chevrolets, Dodges, Internationals, and all kinds of neat old trucks. Some were even of the COE (cab over engine) variety. All of them proudly displayed some cool old late model stock cars with their big slicks sticking out all over. The hobby stock racers more often utilized open trailers or a tow bar. All of them allowed everyone to advertise the track and racing in general. I am glad that I got to see this. It is a rare sight for youngsters nowadays.

Not all that long ago I remember seeing people driving their cars to the track, then taking out the lights and smashing the glass out in the parking lot, then spray painting a number on and going racing. This might be why later rulebooks usually had the notation, "All glass must be removed prior to entering the speedway grounds."

I really enjoy weekly dirt track racing. For some reason, many dirt track racers have no problem racing two, three or four times a week and are not afraid one bit to travel, whereas on the asphalt side most race once per week. I think it helps that rules are much more uniform on the dirt side of things, but the dirt folks just like to race more, or so it seems. Early in the season it has not been uncommon for several teams from the southwestern part of Wisconsin to travel well into Iowa to race and make a weekend of it by doing so two or three times in a weekend. The asphalt drivers of the CWRA used to do this sort of thing, but with dwindling tracks and other factors, is not the case anymore.

I am slowly running out of tracks. In the past few years I have lost Lake Geneva Raceway, Columbus 151, Rockford Speedway, and State Park Speedway. On the dirt it would include Hales Corners, Freeport, Central Wisconsin Raceway, and many more. At one time I could go to 70 races per year, with most of the tracks being close to home. Now, I

have to go further in many cases. I like to think that I saw some outstanding racing at all of these tracks and in some cases I even had a chance to race on them.

One of my favorite divisions at any track is the IMCA hobby stocks. Doesn't seem to matter what track, these drivers really put on an exciting show! Three and four wide happens quite often, and most of the time everyone gets through it all. The cars are easily identifiable to what you might see driving on the street, they look good, run strong, and the drivers run the wheels off of them. Literally!

The Sixer class of racing on the paved track has always been a favorite to me as well. I may be a bit biased, as I raced in this class a few years ago when it was just getting started. Like every other division, it has progressed, and the cars have gotten more expensive to race. Rockford Speedway was the king when it came to car counts in this division. Car counts of between 30 and 40 per night were common. A couple of times I know they hit 48 or 49 cars. It was an amazing thing to see. No matter what your speed or ability, there was probably someone you could race with.

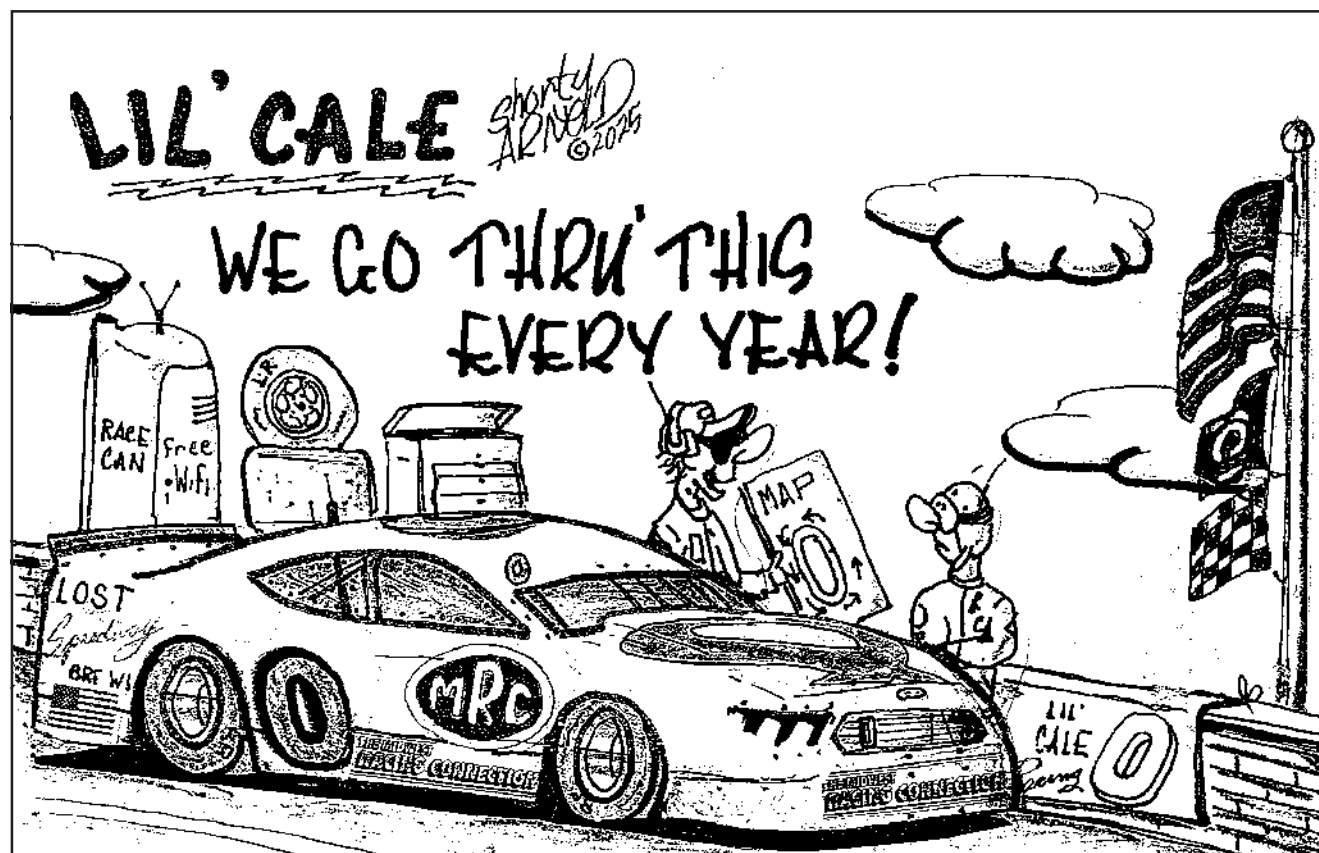
Hawkeye Downs Speedway in Cedar Rapids, Iowa, is celebrating its 100th anniversary this year. They have quite a bit going on. This is a very rare

asphalt track in the middle of dirt racing country. I am hoping to get to this track in 2025. I think I have been there 3 or 4 times in the past and enjoyed it. I do remember one time they had a race very late in the year with dirt cars racing on the pavement. Now, THAT was fun to watch. If I remember correctly, Rusty Zook won with his dirt late model. I also remember that it was snowing on the way there. That is how late in the year the show was. This is a pretty impressive milestone for any track.

Took in my first regular race show of the season on April 19th at the Maquoketa Speedway in Iowa. A short drive straight south from Dubuque, so not too bad of trip. 138 cars in seven divisions and I hit the road at 9:38 P.M. with one feature yet to go, so they did well.

Winners included Travis Denning in the IMCA late models, Jeff Larson in the modifieds, Nathan Silaggi in the sportmods, Jacob Ellithorpe in the stock cars, Dan Mohr in the hobby stocks, Travis Hawkins in the four cylinders, and Robby Morrison in the Legends.

By the next month we will be getting hot and heavy into the regular racing season, with hopefully not too many May rainouts!



THE MIDWEST RACING CONNECTION

Gopher Midget Racing Series 2025 Season Preview

The excitement is building as the Gopher Midget Racing Series gears up for what promises to be a thrilling and highly competitive 2025 season. With returning stars, new sponsors, and rising talent, this grassroots series is rapidly becoming one of the Midwest’s most exciting motorsport stories.

The momentum behind the Gopher Midgets has never been stronger. Anchored by passionate racers and loyal fans, the series has expanded its reach, quality, and reputation with each season. In 2025, we’re proud to welcome two new major sponsors to the Gopher Midget family: Foot and Ankle Clinics, P.A. and Keizer Racing Wheels. Their support not only validates the growth of the series but also enables us to improve the racer and fan experience at every track we visit. Having respected names like these on board is a huge vote of confidence and a major step forward.

One of the biggest stories heading into the season is the debut of Ryan Bowers’ new midget. Known for his success in the 360 and 410 sprint car ranks, Bowers is a major addition to the Gopher Midget driver lineup. His entry into the series brings both local star power and a fresh competitive edge. Fans are eager to see how he adapts to the midget scene, and his new car is expected to hit the track soon.

However, it’s not all smooth sailing for every team. Veteran and fan favorite Cam Schafer is facing a time crunch. His engine is out for a rebuild, and supply chain delays are holding up pistons. With the season opener at Thunder Hill Speedway on Saturday, May 17th, fast approaching, there’s concern—but also hope. If anyone can pull off a last-minute comeback, it’s Schafer.

Adding to the excitement, Jody Rosenboom will bring his top-tier rental car program to all six Storm Series events. If you’re looking to get behind the wheel without the year-round commitment, Jody’s the one to talk to. His program is a fantastic way for drivers to experience Gopher Midget racing at its finest.

Returning to the track in 2025 are familiar names like Johnny Parsons, Carter Jensrud, and Edison Aldrich, all ready to go wheel-to-wheel once again. Trevor Serbus, fully recovered from injury, has committed to all six Storm Series events and looks poised for a strong season.

This kind of passion and drive is what makes the Gopher Midget Series so special. It’s more than racing—it’s community, heart, and hustle. Every pit is full of stories, and 2025 is shaping up to deliver a season to remember.

The centerpiece remains the Storm Series—six premier nights of action at Thunder Hill Speedway in Menomonie, WI. Expect edge-of-your-seat battles, a deep field of talent, and packed grandstands as the series hits full throttle.

We’re also actively seeking more sponsors who want to join the ride. Supporting the Gopher Midget Series means putting your brand in front of a passionate and growing Midwest audience. Whether through series-wide exposure or livestream broadcast integration, we offer flexible opportunities for businesses to connect with fans.

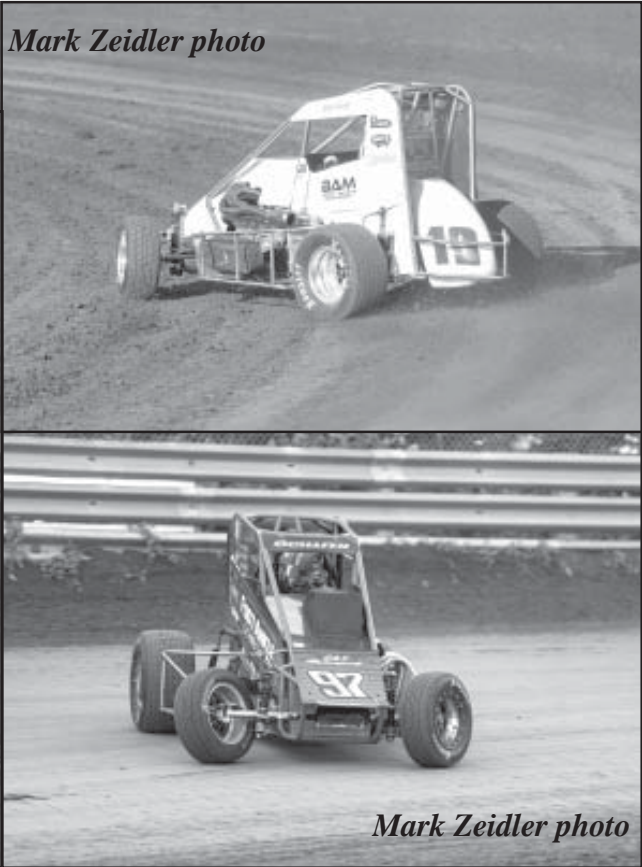
Stay connected by visiting www.gophermidgets.com and following the Gopher Midget Facebook page. We’ll keep you updated with race day info, driver features, and behind-the-scenes content.



If you’ve never attended a Gopher Midget race, 2025 is your year. With rising stars, returning favorites, and unforgettable nights of racing ahead, it’s the perfect time to get in on the action. We’ll see you at the track!



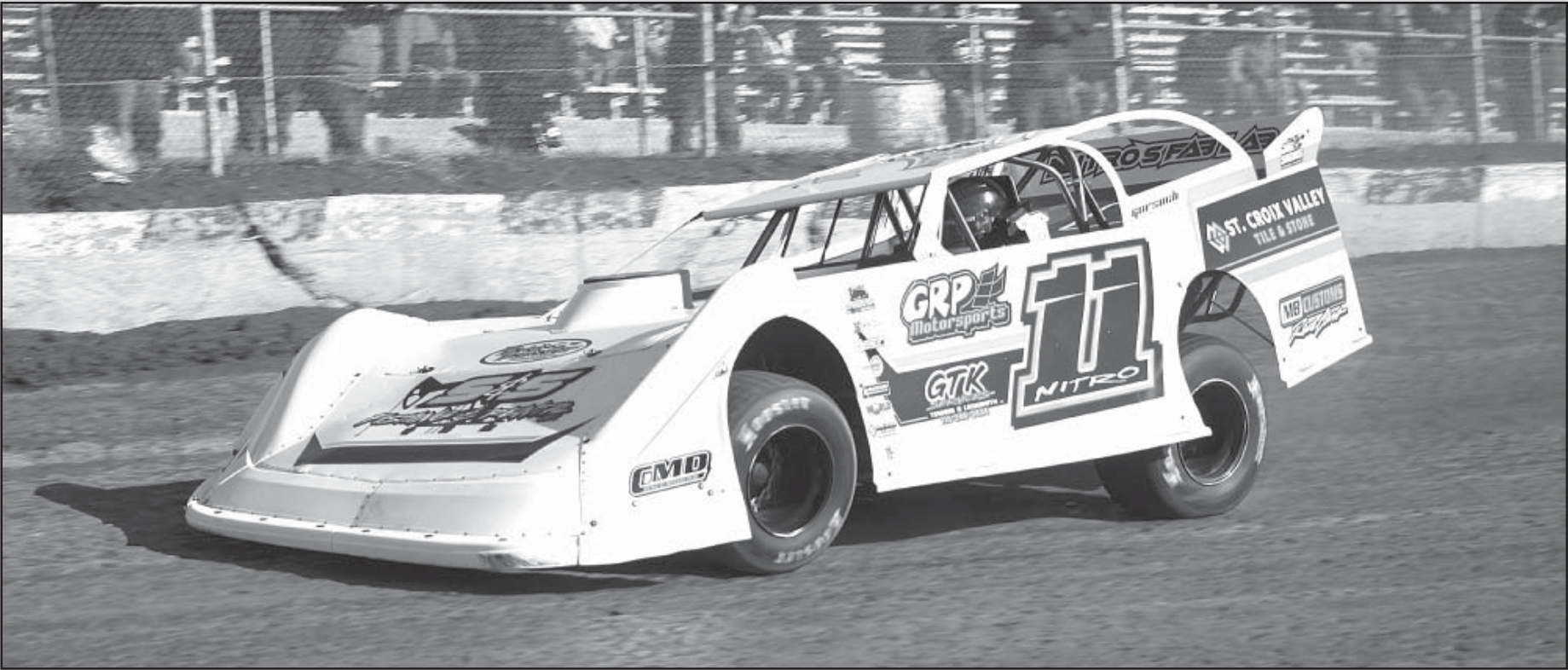
Mark Zeidler photo



Mark Zeidler photo

Mark Zeidler photo

Two In A Row For Nitro



James “Nitro” Giossi started off his 2025 season with back-to-back wins. Giossi picked up the season opening weekend Late Model main event win early in the month of April at Cedar Lake Speedway in New Richmond, Wisc. James then returned the next weekend to the location affectionately known as “The Lake” and picked up yet another win during the 10-division Legendary Opener.

Current subscribers can use the form to the right to renew your subscription for the 2025 season. Subscription renewal reminders will also be mailed out in the month of May if your subscription renewal has not been received.



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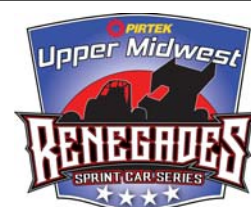
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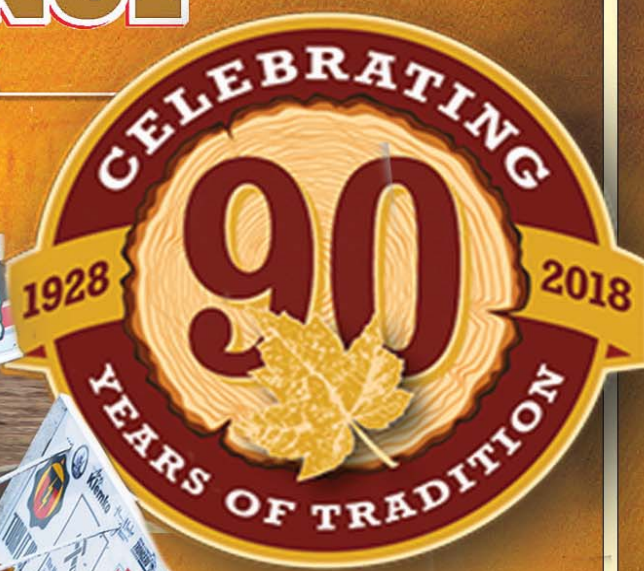
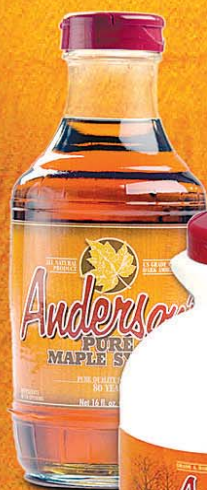
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