

THE MIDWEST RACING CONNECTION

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USA Nationals



Racing History



September 2025

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Publisher's Note
Racing According to Plan



Dan Plan

Several years ago, it dawned on me as the annual USA Nationals at Cedar Lake Speedway was wrapping up, this event indicates the season is

**USA Nationals &
The Challenge
Series**

starting to wind down. Dirt tracks in the area typically crown their track champions in the weeks that follow the USA Nationals and then all of the season ending special events kick off in the region.

It's not a feeling a sadness these days that the end of the season is fast approaching. It's quite the opposite, as I enjoy seeing many of the season ending events. These days we go well into the month of October.

The USA Nationals was once again an event that has to be seen in person. This year was one of the few in recent memory that was not impacted by the weather. This was perhaps the largest USA Nationals crowd I've seen since the inception back in the 1980's. I've only missed a couple through the years, and it was great to see so many people supporting a short track

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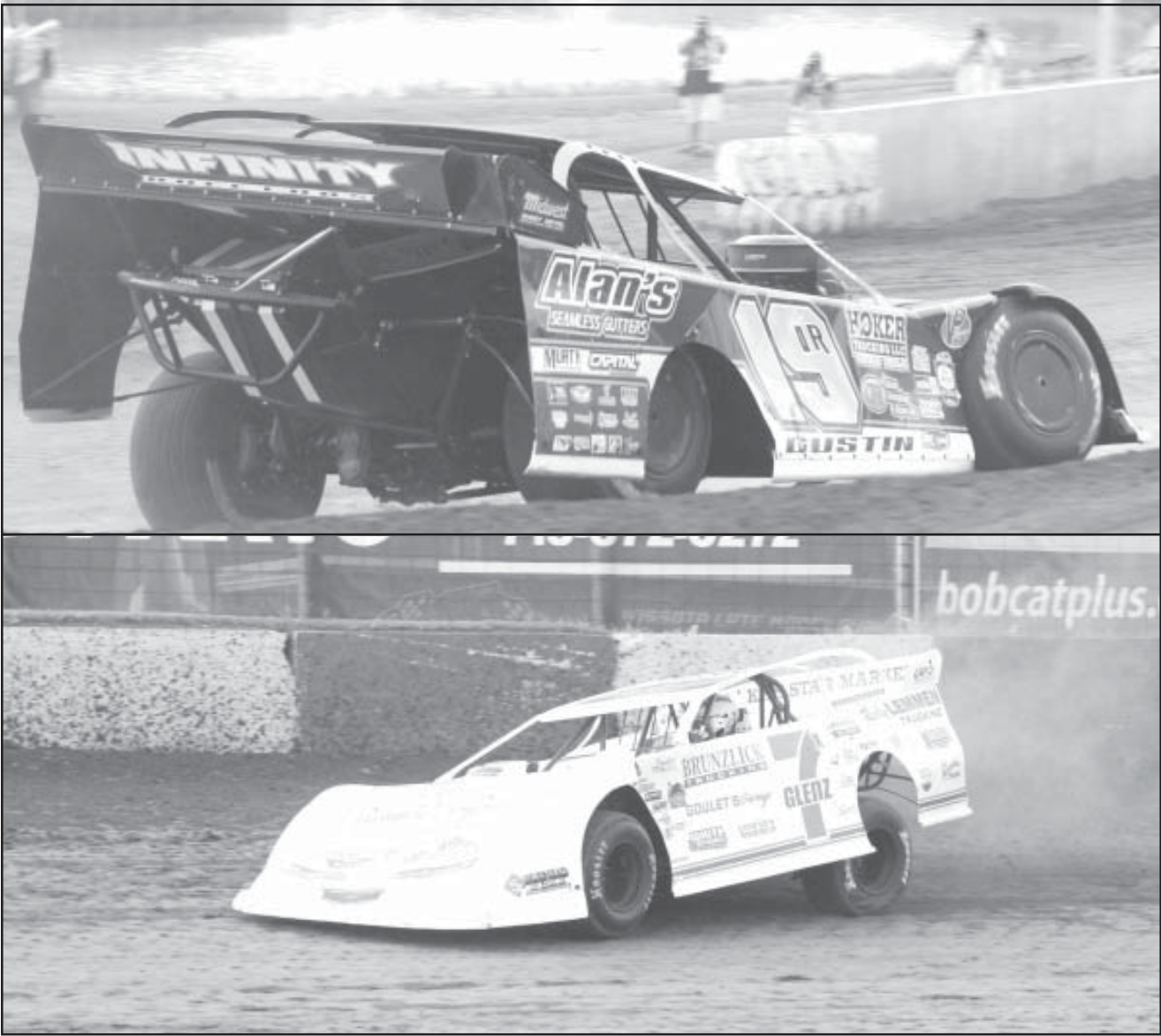
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event. “The Reaper” Ryan Gustin picking up the \$100K payday seemed to be a popular win on all accounts. Several forms of racing have “crown jewel” events. The dirt side has its fair share, and USA Nationals is truly one of them. You get all of the best from the Lucas Oil Late Models, going head-to-head with the World of Outlaws regulars.

As mentioned previously, the end of the season will soon be here. With this in mind, I ventured to Red Cedar Speedway in Menomonie, WI for the WISSOTA Late Model Challenge Series event. This was my second Challenge Series show of the year, after attending an event at KRA Speedway in Wilmar back in June. I had a strange occurrence at both shows. The lights went out at both KRA and Red Cedar. Weird but true. Both shows were able to continue with just a slight delay.

I was most definitely impressed with the car count for the Challenge Series race at Red Cedar. When you get 37 Late Models anywhere in this day and age, that is exceptional. Some of the heavy hitters on hand didn’t even make the show. Jesse Glenz made his move for the win from third to first in one corner following a mid-race restart.

The one thing that always stands out to me about Menomonie is how vocal the crowd is. When a local driver (or at least someone from Western Wisconsin) passed a Challenge Series driver (that’s not a regular at Menomonie) the crowd went nuts. It is very entertaining to see and hear.



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Racing Nuggets



PJ "Jacklyn" Nuttleman

I overheard a guy talking to his buddy the other day about how auto racing is dying because kids aren't into racing these days. I rolled my eyes behind my sunglasses and bit my tongue. There was a lot I wanted to say, but he had a snootful of alcohol in him and I know better than to argue with someone who has been drinking. So, I will say it loud here—I disagree! I think the younger generation IS into racing.

Of course the sport can be expensive; it takes a lot of sponsorship to make it work. But EVERY activity does. If you've ever had a kid in hockey—you KNOW it doesn't take long to rack up a large bill to participate in that sport. But beyond that—and this is probably the more important piece—it takes someone in a household to help shepherd that interest.

If you're convinced that there aren't enough young kids into racing these days, you've never heard of Little Elko. The Minnesota Quarter Midget Racing

Association (MQMRA) is JAM-PACKED with so many kids that ARE the next generation of racers. And a lot of these kids are the offspring of many racers you've cheered for or watched on race tracks throughout the Midwest—dirt and asphalt. I'd start listing them—but I'm afraid I'll miss someone. Yes, there are THAT many families involved with their kids ON the track!

There are also a LOT of the kids that run in the

It's Bigger Than You Think



Bandoleros these days. That division is seeming to grow too with steep competition across the Midwest. Both the MQMRA and the Bandoleros do some touring outside of our immediate area. Plus, we have an incredible bumper crop of schools participating in the High School Racing Association—a division that features local teenagers showcasing some serious race craft. All of this means there are A

TON of kids that are into racing and will be working through the ranks at your local track as they get older.

So buck-up and quit lamenting over a "problem" that isn't really a problem. Look into the youth racing in your area and lean into it. Start cheering for these kids who are kindling a love of motorsports. Stop down into the pits and meet them; you'll make their night.

And in case you've been living under a rock, we have two teenagers on the super late model circuit that are following in their family's footsteps and creating a new wave of excitement for the sport: Ty Fredrickson and Penn Sauter.

So, enough of this nonsense saying the "younger generation isn't into racing." If you are reading this and you're the guy who lamented about this alleged "problem" in racing, or you're just someone who continues to believe that lie, I encourage you to seek help to extract your cranium from your anal sphincter.

Going in Circles



Charlie Spry

Things heat up on the short track racing scene in August, as points races heat up and some tracks have their season come to a close. One of the tracks to finish in early August is the Lafayette County Speedway.

It was nice to see the AIRS (American Iron Racing Series) crew show up one night and put on a show with their vintage cars. Body styles and models are widely varied in this group. Packard, Edsel, Hudson, AMC and other orphan makes have all competed, along with your traditional Ford, GM and Chrysler products.

One very cool car was piloted by veteran Kenny Kostenbader. Before the racing began, I would have placed my money on Kenny if I were a betting man, but I would have lost, as Doug Yates and his fast Ford took the win.

Kenny likely has turned many more laps on this track than any of the others and has 12 feature win in modified competition here by my records. He is also the 2018, 2019, and 2021 track champion here. He knows his way around.

His car is a sharp looking '57 Oldsmobile bodied racer. Not a common body to find. "We found the car

in a barn, where it had sat for thirty years. There was not much left, very rusty. We had to fabricate quite a bit of the body and also shorten it a bit. A '57 Oldsmobile is, like, thirty feet long" laughed Kenny.

We had a surprise feature winner in the Hobby Stocks late in the year, as 14 year old Carson Butt made his second ever appearance here, was in the right place at the right time, and scored feature win numero uno!

Two Late Model racers that have been tooth-and-nail in the points all year had an amazing race, as Ty Webster hugged the inside groove, and Jason Robbins ran the extreme topside. Robbins took the win in a race that had everyone standing. In victory lane Webster came over and congratulated Robbins, which shows the sportsmanship that is prevalent here for most. Very impressive by both.

Modified racer Sean Rupp has had a couple of good nights but is a bit disappointed in his year. "I had one third place finish and was up to third another time but faded back to seventh. It has not gone the way we were hoping," Said Sean. The veteran racer will get things figured out, as he has raced here religiously, and also has raced at many, many other tracks with some great stories to tell. Sometime maybe I could literally write a book about Sean and his racing history.

Right up until the end of the year more and different four cylinder racers have come out to play. Late in the year Zach Keister brought out a sharp blue car. Jaelyn Roth came another time and led a feature for quite some time. She is going to win one soon. Maybe by the time you read this it already could have happened. Carson Mosley bought a very fast car with many feature wins at various Iowa tracks and made an appearance. The nineteen year old rookie from Darlington said, "I got everything with the car. The former owner even gave me his suit and helmet, so I didn't have to buy that stuff. This year is basically just practice, and next year we will get after it."

By the second week of August it was already season championship time here at LCS. In the IMCA modified class, Jed Freiburger held a slim lead on Jaden Fryer coming into the night. Jed made sure to keep his edge as he took the win in the feature to claim his fourth straight track championship here. He won the final two features of the year, which were his only feature wins here this year. Fryer had won one feature.

In the Sportmod class, it came down to Jarrett Franzen and Wes Digman. While Kyle Hoffmann won the feature on this night, it was Franzen who was able to squeeze out the

fourth place finish, just enough to gain the title over Digman, who finished a close second. To his credit, Digman could have pushed the issue and probably made contact and possibly taken the win with the race leader, but he raced clean. Franzen won one feature this year, Digman two, and Hoffmann actually won four, but had a couple of bad nights which hurt his quest.

The limited late model title was a very close one as well. going into the night Jason Robbins had a slim point lead over Ty Webster. Robbins won the feature over Webster, insuring his title. Robbins scored five feature wins, four of which were the final four races of the year, while Webster won three.

Ty had told me a couple of weeks ago that no matter what happened, he still would be happy, saying, "I won the title last year. To win the championship in only my second year in the division was something pretty special. Of course, I want to win again, but I am happy with the way things have gone." Jason has won title in this division in 2021, 2022, and 2023, before Ty won in 2024. Now Jason adds 2025 to the list.

Kyler Hefty took the title in the very competitive Hobby Stock division. He won two features during the season. He won the title over Karter Miles, who did not win a feature but was right there every week. Jordan Miles took a close third with one feature win.

Noah Krahenbuhl was the man to beat in the four cylinder class this season. He won four features and only needed to start the event on the last night to secure the title. Jonathan Walton placed second, his highest ever finish in eight years of racing in the class. "I have finished in third a few times, fourth, fifth, but never better than third. It's a step up in the right direction," Said Jonathan, who was steady with many top three finishes, never quite getting a feature win, though. For Mr. Krahenbuhl, he also won the title here in 2022.

Finally, the IMCA Stock Cars were an added division on a few nights, with points tallied. Jeremy Christians made the long drive over from Horicon every race night, winning on opening night, then finishing strong the rest of the shows to grab the track title. On the final night Jason Robbins had a commanding lead in the feature with only a couple of laps to go, but a broken control arm snatched victory away, giving a surprised Kody Miles the win. Kody was driving his Dad, Jerry's car.

Took in another great show at Dells Raceway Park. More vintage racing with the UMRVRS (Upper Midwest Vintage Racing Series). No surprise that the winner was Nathan Haseleu, who was reportedly racing car with the chassis under it that was his first Late Model from 1997. The car was dressed up in Keith Reamer livery. Very sharp car.

Eric Melchoir is racing with a car that is a tribute to his late father, Ed. Through talking with Eric, he mentioned where he got the chassis, and we have the mutual feeling that this car chassis was actually raced by the late Dave Lashua, mainly at State Park Speed-



Charlie Spry photo

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way. In another part of this, Kyle Kluetz was present racing in the Hobby Stocks with the Lashua Motorsports #01 car.

As for Eric, he helped his Dad with his racing career and naturally wanted to race himself when the time came. he did some ice racing before deciding to go racing in the four cylinder Bandit division at Columbus, racing with drivers such as myself. (poor guy). He then had a chance to get a Late Model, saying, "Chris Higgins bought two Late Models. He kept one and told me that I could have the other one to do whatever I wanted with. I got sponsorship for an engine and put it together and raced it in 2005 and 2006. I found out that the car was very badly bent. Every change you made to the car would do the opposite of what it should have."

Had a chance to talk to Hobby Stock racer Steve Dobbratz. Steve had an interesting story on how he got started in the sport, saying, "I was on my way home from work one night and was following a race car. I had no idea where they were going, so I followed them and went to the races that night. Turned out it was at Columbus 151 Speedway. I hadn't even known the track was there before that. I thought it looked like fun, so I got my first car, a 1973 Chevelle Laguna. I loved the look of the Laguna nose on those cars, so I kept it on there. It probably added 200 pounds to the front of the car."

He also remembers his very first race night, saying, "I got there late. No hot laps or anything. My first laps on the track were my qualifying laps. I thought that I was going soooo fast that I surely would be in the feature race on time. Not so! By the end of the year, I did finally get to where I was making the features."

From this start Steve would go on to race better and faster street stock type cars. It is hard to imagine now, but we talked about how there were something like eight heat races in that class and a two or three consy events, a couple of semi-features, and a feature. There were that many cars at that time!

Steve also raced a Mid-Am car for awhile, which is where he got to visit and race at many different tracks, including the Milwaukee Mile. He figures that the only paved track in Wisconsin that he never raced would be Marshfield.

He then moved up to Late Model class, mainly at Columbus and Jefferson, where he was once again a top competitor. After trying to cut back he got back into the Hobby Stocks now, as a kind of thing to do whenever and wherever he wants. He has turned a lot of laps at DRP and is a good, clean, and fast racer.

Trevor Robinson is back racing again, as he had an unfortunate start to his year in his Late Model. He got his old Sportman car back that had been raced and did so well at Rockford. "I had sold it to Dallas Conniff, who raced it, but then when Rockford closed he wanted out of it so he offered it back to me for a very good price. I couldn't pass it up." Trevor was

racing with the vintage cars tonight as he just tries to get the car working the way he wants and to get some laps with it.

Also had a chance to take in the season championship event at the Madison International Speedway. Have been coming to this track since it first became a half-mile back in 1969. Many good times and memories here.

Most of the people involved in the points races knew right what they needed to do to either win the title or attempt to overtake the leader. The Sixer division probably was the closest points battle, with

Dylan Klinger "Klinging" to a relatively slim point lead going in over veteran Jason Van Hise. A pair of second place feature finishes sealed the deal over Van Hise. Klinger won two features this season but was also very consistent overall, and also won the track title last year. Van Hise won one feature this year and was also pretty consistent. This group seemed to race pretty good this year for the most part. Especially later in the season, as I noticed drivers backing off to avoid

Going In Circles continued on page 8

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taking others out or even get into them.

Kennedy Krueger left little doubt in the HSRA High School Racing Association Sixer division, winning six of eight features ran, losing only to Gracie Flanagan, who did not race here regularly.

In the MisFitz division, Dan Snyder had a decent point lead over second place Rick Coppernoll going into the night. His third and second place feature finishes got the job done, as he won a total of four features throughout the season to gain his second straight title in the division. Coppernoll's win in the first feature and fifth place in the second main event kept him close, but not enough to overtake. Coppernoll wound up with four feature wins this year as well. Some new drivers added to the mix this year, which made the car count go up a bit.

The Late Models also saw a nice jump this year in their car count. Shaun Scheel came into the night with a relatively slim point lead over Brent Edmunds, and did what it took to maintain that point lead throughout the night. Scheel won two features here this year and once again, showed remarkable consistency. Edmunds' third and fourth place feature finishes on this night were not enough to overtake Scheel. Edmunds won three features here this year.

Plenty of new and young talent showed this year in this division. Carter Nilson had some really strong runs throughout this year, and gained ability and speed as the year went on. Others to watch in the future include Carson Phillips, Blake Nottestad, Cole Gray, Brody Beyer, and Mason Hellenbrand.

It was nice to see former Rockford regular Jake Gille get a win in the second feature tonight. He has been a strong runner all year and has finished strong most nights.

Props also go out to MisFitz division driver Shawn Johnson. Shawn wheeled his '62 Dodge vintage car in the class every night I think. At an obvious disadvantage both chassis-wise and horsepower-wise, he did a great job. Stayed out of trouble and had fun racing. That is what it is all about!

Props to the track go out to the staff here and to the McKarns family. Always feel welcomed here. At the conclusion of each race event, either Gregg or one of the staff is at the entrance to thank fans for coming to their track.

Onto all of the Fall specials!



Charlie Spry photo



Charlie Spry photo

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Talkin' Racin' with Jason



Jason D. Searcy

410 Sprint Car driver Michael Kofoid from Penn Grove (CA) better known as “Buddy” Kofoid is having an incredible year with the World of Outlaws. In just his second year on the tour he is currently second place in points behind David Gravel with 8 wins and 29 Top 5 finishes in the first 50 races of 2025. We shouldn’t be surprised at his success because he had an incredible season in his rookie campaign with the Outlaws last year, he finished fourth in points and scored 7 wins in 2024.

Kofoid had made some waves Nationally by being part of the Toyota Driver Development program



Jason Searcy photo

along with 18 year old William Sawalich from Eden Prairie (MN) who is now competing in the NASCAR Xfinity series.

Buddy is known as being soft spoken when he is not behind the wheel but both smooth and aggressive in the driver’s seat. He is very personable with the fans, making him a crowd favorite.

23 year old Kofoid has been successful on every step of his racing career, he started winning 360 Sprint car races at the age of 13, travelled to New Zealand and won races in 410 sprints at the age of 16, won Championships in New Zealand at 17 and was the USAC National Midget Rookie of the year while winning 3 National races by the age of 18. He ended up as the USAC Midget National Champion both in 2021 and 2022.

Five years ago Kofoid worked on the craft of Late Model racing on the asphalt here in Minnesota at Elko Speedway, he worked with former ELKO track champion and ASA Midwest tour Champion Dan Fredrickson in 2021.

“Our time working with Buddy was an absolute pleasure,” said Fredrickson. “His ability to provide precise feedback lap after lap, along with his remarkable memory of how the car reacted to even the smallest adjustments was impressive. As everyone can see, his car control is truly something special. Buddy is one of those people that once you get to know him, you have a friend for life. His

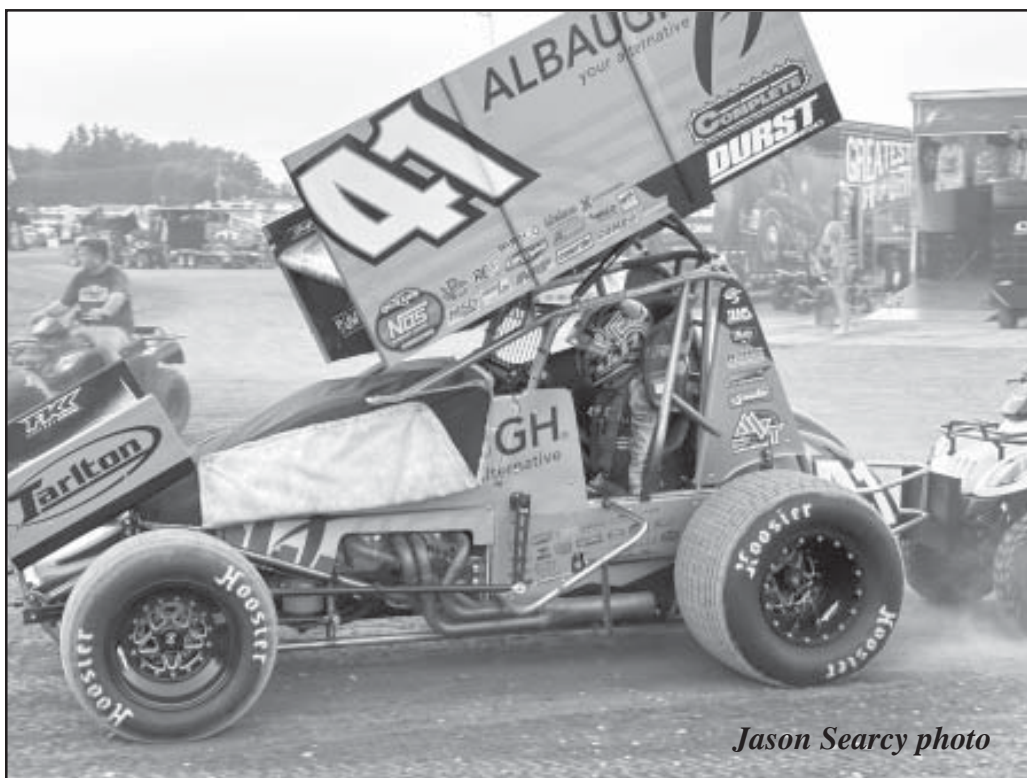
parents really raised him well. Our whole family is glued to the TV for all his races and to see his success is truly awesome,” said Fredrickson.

Kofoid recently remarked that his time in Minnesota was memorable. “It was fun, ELKO definitely is a different place for sure. I had some good times there but also some not so good times, I got crashed and it actually broke my wrist and foot so both good and bad but it’s cool,” said Kofoid. Buddy recovered from that crash and still won the USAC Midget National Championship that year, even driving while wearing a cast on his wrist.

Buddy raced in a Late Model at the Nashville Fairgrounds Speedway in both 2021 and 2022, he also had a few starts in the ARCA and Camping World Truck series showing some great potential driving for Kyle Busch Motorsports at the Bristol dirt race before getting caught up in a wreck.

NASCAR can stay on the back burner for now because Kofoid has received a lot of National exposure with his recent success on the dirt tracks. He has really excelled in the Sprint Car with the World of Outlaws, Kofoid recently finished second place behind #41 Carson Macedo while racing the “Big O” showdown at Ogilvie (MN) Raceway. “Ogilvie Raceway is fun, we’ve been in contention both times we’ve been here so I’m happy about that and I’m proud of my team for getting me comfortable (in the feature) because most of the day I wasn’t. It felt like we were really off and Dylan, Nate and Gage worked really hard and figured something out that we needed,” said Kofoid.

“This season has definitely been even better than last year, which is what you want to do, I’m happy with our outright speed and overall it’s been really gratifying to be in contention most nights and that



Jason Searcy photo

Talkin' Racin' continued on page 10

Talkin' Racin' continued from page 9

credit goes to Dennis and Teresa Roth for allowing, Dylan, Nate, Gage and I to be together for believing in us to be able to showcase what we can do,” said Kofoid.

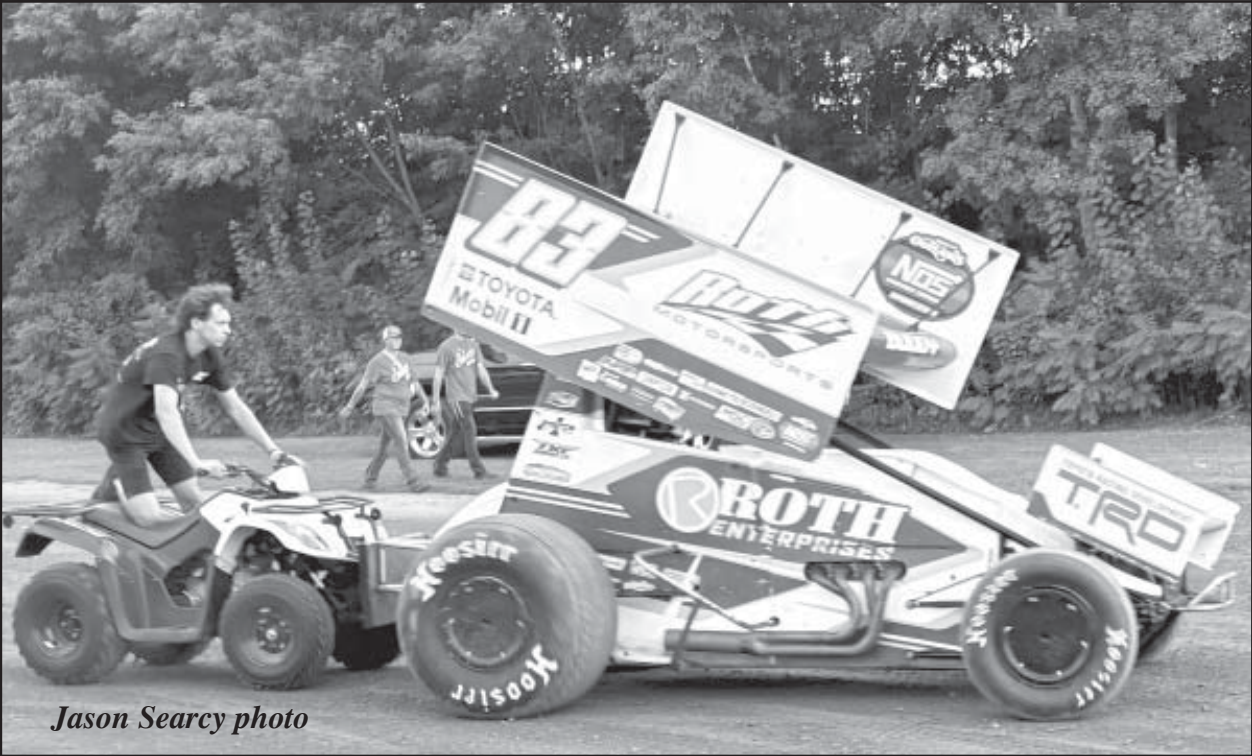
2025 has been a showcase for Buddy Kofoid and how he can elevate a race team, even a historic team like Roth Motorsports. He has won many championships in the decade or so that he has been racing but a World of Outlaws title would top them all. That title is elusive but something that is quickly becoming within reach and one that would be very well received by his growing number of fans, including a bunch from right here in Minnesota.



Rebecca Searcy photo



Jason Searcy photo



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2025 USA Nationals Highlights

Cedar Lake Speedway hosted the 38th annual USA Nationals on the first weekend in August. Fans and racers were exposed to chamber of commerce weather all three days, great racing, the customary flyover and a popular winner in Ryan Gustin.



THE MIDWEST RACING CONNECTION

Photo Gallery



*USA Nationals podium with Huddy, The Reaper and Mikey Marlar
(Emily Schwanke photo)*



*WISSOTA Late Model Challenge Series point leader Shane Sabraski
(Kyle Kingman photo)*



*Allen Royle made his Thunder Car debut at Elko this year
(Dan Plan photo)*



*Chase Viebrock - 2025 UMSS High Roller Champion
(Brewster Baker photo)*



*A hungry race fan during the USA Nationals at Cedar Lake
(Junior Jackson photo)*



*Johns Beale in action at Golden Sands Speedway
(TJ Harron photo)*



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Dangerous Dan**Dan Margetta**

Is it just me or does it seem like the racing seasons really fly by these days? It seems like it was just yesterday I was writing last month's column at 2:00 AM after once again procrastinating until the last minute from a hotel in Lafayette, Indiana on our way to a racing trip to Indianapolis. And once again, like a kid who waits until the very last minute to do his homework, this month's contribution is coming in at the wire as well so I guess the Indianapolis trip is a good place to start.

As usual, I was traveling with my LTN Radio partner Brian Schmitt and we had circled the Brickyard 400 weekend as a nice mid-season getaway as there were plenty of races in the area. The original plan was to hit the NASCAR Craftsman Truck Series and ARCA races at Lucas Oil Indianapolis Raceway Park (IRP to those who know) before going to the NASCAR Xfinity race and Brickyard 400 at Indianapolis Motor Speedway. Then Slinger Speedway scheduled the Carl Wegner Memorial for that Sunday and the added prize money and strong field of cars changed everything as I really didn't want to miss Slinger and none of us has really gotten close to getting that jet that would cover the 300 plus miles between Indy and Slinger in time to make the start. So we settled on the Truck and ARCA races at IRP on Friday followed by the Red Bud 400 ASA Stars National Tour at Anderson Speedway Saturday and then doing the LTN radio show live from somewhere on the road as we made it back to Slinger. If everyone thought the summer weather was hot in Wisconsin, it was downright scorching in Indy but we made it to IRP and endured the daytime heat thanks to friends on the ThorSport and Tri-Con Garage teams who let us hang out under their tents and offered water and cold drinks. By the time the races began in the evening, it turned out to be a decent night and both events were pretty good races. Our grandstand neighbors were cool too as we had a guy from Kaukauna on one side

who like us wanted to see Wisconsin drivers Ty Majeski and Luke Fenhaus have good runs while Chandler Smith's family was on our other side. Brent Crews won the ARCA race in the Gibbs car while Lane Riggs took the victory in the Craftsman Truck Series event and afterwards, it was off to Anderson for us.

I had only been to the Anderson Speedway once before as I attended the Little 500 in 2018 as part of my one and only Indy 500 trip and Brian had never been there so we were looking forward to exploring the new track. It was still hot outside which can be a recipe for storms and as we watched practice we could see the skies turning ominous and getting darker. We talked with Derek and Mark Kraus who had driven all night from the ASA Midwest Tour Howie Lettow Classic in Madison the night before, having pulled in at 6:00 AM to get two quick hours of sleep before unloading at Anderson. Our visit was cut short as the quickly approaching storm meant we had to sprint to our car to avoid getting soaked as we headed back to the nearby hotel to ride out the rain. We got to watch the Xfinity race from the big track on TV at the hotel before the weather cleared and we headed back to Anderson for the Red Bud 400. Derek Kraus set a new track record in qualifying to grab the pole and we decided to watch from high up in the grandstands in turns three and four. It proved to be a good decision as a nice breeze up there meant we didn't notice the extreme heat felt by everyone down below us. Kraus had a good run as he led through the first stage before several issues led to heat building up in the car. That coupled with the already hot temperatures outside meant he had to eventually retire early near the halfway mark. 400 laps at Anderson is grueling enough without hot weather and by the time the checkered flag fell, winner Cole Butcher could barely get out of the car. When we went down trackside for victory lane photos we realized just how hot it was as there wasn't much air circulating down there and it was a testament to all the drivers who put on a good show in those extreme conditions.

Sunday morning we hit the road early so we could get a good start back and drove as far as we could until it was time to connect with the rest of the LTN gang for the radio show. We found a Hard Rock Casino just outside of Chicago and stopped in their parking lot about five minutes before airtime. For the next hour we did the show from the car and then ran the connection through Bluetooth so I could drive home while we continued to chat for the internet listeners. I made it to Slinger in plenty of time to set up the camera equipment for the Flo Racing stream of the Carl Wegner Memorial. Carl Wegner will always be special to me as I always heard how he helped out race drivers but I can share a story how he also helped someone who never turned a competitive lap in a race car. When Todd Behling, Ed Cluka, and I were kicking around the idea of moving the radio show from the local affiliate to a more syndicated format, we had a great idea but like most everyone, didn't have a lot of financial backing. Carl knew what we were looking to do and when he had to get fitted for a tuxedo at a

store in the Southridge Mall for the Busch Grand National banquet (his engines won the 1991 championship with Bobby Labonte and the #44 Slim Jim car), he asked if someone could meet him at the mall. Todd and Ed sent me and as a 21-year-old kid just out of college still in the early stages of actually meeting the racing people I had read about and seen on TV, I was nervous as hell. As we met in the Food Court at the mall, I gave my first presentation, if you could call it that, and probably talked too much and way too fast. When I finished Carl just looked up and asked if I had a pen which thankfully I did bring one along and right then and there, he wrote out a check for \$10,000 and we had the money to get the radio show started. He told me my odds were better than Vegas and he was actually part owner with us in the beginning. We ended up buying him out a few years later and he made a little money on the deal. Trust me, it wasn't a lot at all but it was enough to get the ball rolling and 34 years later we're still doing the radio show. Carl Wegner played a huge part in keeping a lot of other very good racers going too and it was nice to see a good turn out of super late models for his memorial race. When it was over, Dennis Prunty found himself in victory lane having collected a good share of the bonus money for the win.

I shifted gears and spent most of the next weekend at Road America for the IMSA Motul SportsCar Grand Prix. The IMSA series is really healthy now and the field of 49 cars was one of the largest for Road America in recent years. The weather cooled down finally too which meant perfect conditions all weekend. We had a golf cart which is necessary to really experience Road America as you can explore the many great viewing areas around the 4-mile course. They seem to keep adding new ones each year as well and we did find some cool new places to get pictures from. We did the radio show live from the track on Sunday and afterwards we were able to give the internet listeners a bit of a video tour around the track on the golf cart. I had to leave before the end of the race as I had to run the camera at Slinger and overall the weekend turned out to be a success.

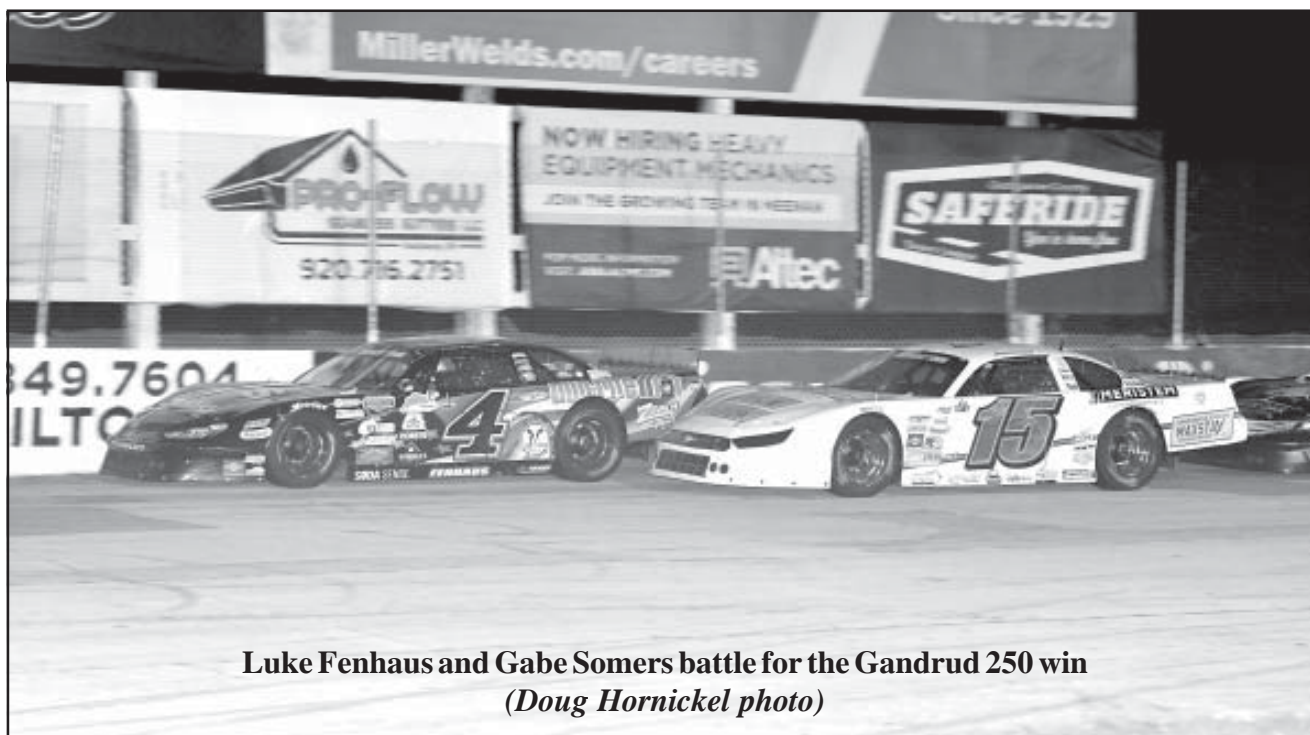
Tuesday after the IMSA Weekend at Road America meant I was back at Wisconsin International Raceway for the ASA Midwest Tour Gandrud 250 or what us old timers call it, The Dixieland 250. I worked a camera for the Track TV live stream and after my original location on a ledge didn't work out, they had me above the top row of the grandstand with the camera raised on cinder blocks. I needed a wooden crate just so I could reach the camera and with the uneven concrete it made it like a wobbly table but after some practice I was able to make it work and we had a good broadcast. Erik Jones and Carson Hocevar joined a stout field of about 30 cars that also included Ty Majeski, Luke Fenhaus, and Gabe Sommers. The race still remains one of the crown

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jewel asphalt events in Wisconsin mostly due to the history of the ARTGO Dixieland races that often brought up drivers from the South to take on the northern stars. My only time as a pit crew member was at the 1994 event when I helped Al Schill by taking notes such as qualifying times, etc and there were like nearly 80 cars that entered. For the race my job was to clean the windshield on pit stops. I remember Jimmy Spencer was there in one of Mike Butz's cars I think and he kind of buzzed us on one of the stops which I remember thinking was pretty wild. Al Schill ran okay but the car was fading in the end and he was contemplating pulling in but Ed Cluka was there with Bassett Wheel and he had some kind of hub and wheel assembly he needed laps on to test so Al stayed out. With about 35 laps to go, that assembly broke and Al's night came to an end against the turn three wall. I'll never forget as the crew was kind of dejected, Al came on the radio and said "At least my damn windshield is clean" and I was like YES!...I did my job. Anyways, the race this year had plenty of action and came down to Fenhaus edging Sommers on a late restart to score his first Gandrud 250 win which ranks right up with his 2021 Slinger Nationals victory.

I was back at Kaukauna about two weeks later for the Blue race round of the Red, White, and Blue State Championships where Bobby Kendall won the race while Grant Griesbach won the overall Red, White, and Blue title. Still to come for next month's column will be the Snap On 250 IndyCar race at the Milwaukee Mile, the Alan Kulwicki Memorial at Slinger, the ASA Midwest Tour Jim Sauter Memorial at Dells Raceway Park, Slinger's Labor Day Weekend super late model show, the National Short Track Championships at the Dells, and my first trip to Elko Speedway for the ASA Midwest Tour race. No wonder the racing season goes to fast up here.



Luke Fenhaus and Gabe Somers battle for the Gandrud 250 win
(Doug Hornickel photo)



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Racing History



Dale P. Danielski

With Oktoberfest racing weekend right around the corner, we'll concentrate our reading on October through the end of the year, 1986 and 1987 for notes and quotes and additional words of wisdom.

Rich Bickle Jr., edged Steve Holzhausen to win the 100 lap Oktoberfest feature as part of the 17th Annual event at La Crosse Interstate Speedway, West Salem, WI., ending the 1986 season at the 5/8 mile paved oval. Tom Reffner placed 3rd and was followed by Dave Watson, Ted Musgrave, Jim Weber, Bob Gunn, Terry Baldry, Kevin Cywinski and Steve Carlson. Don Turner placed 26th. Tom Kamish overpowered Pete Moore to win the 25 lap Sportsman feature. Mark Numbers, Dan Navrestad and Dwain Behrens followed. Gordon Swanson took top honors in the Street Stock feature as he finished ahead of Kevin Nesseseth, Dave Wohlhoefer and Shawn Pfaff. Dick Anderson won the 100 lap qualifying feature as part of



the All-American 400 weekend at Nashville Motor Speedway, Nashville, TN., October 11th. The 400 lap event was rained out and rescheduled. Darrell Waltrip used a daring move to pass Geoff Bodine on lap 390 of 400, to win the NASCAR Winston Cup race at North Wilkesboro Speedway, North Wilkesboro, NC. Trevor Boys finished 29th. Bobby Rahal became the first million dollar single season winning driver in Indy Car Racing History after he won the Pepsi Cola 250 at Michigan International Speedway, Brooklyn, MI. Wally Dallenbach, JR., won the Trans-AM race at Sears Point International Raceway, Sonoma, CA. Former Minnesota short tracker Jim Derhaag was 12th. Bob Gliddon, Don Garlits and Kenny Bernstein were the big winners in drag racing at Texas Motor Complex, Ennis, TX. Remember those guys? Where are they now? Jim Leka defended his title by winning the I-55 Nationals Modified Crown at I-55 Speedway, Pevely, MO. He pocketed \$2,000 for the win. Shawna Robinson returned to her home state and won the Late Model feature at Hawkeye Downs Speedway, Cedar Rapids, IA. Following Robinson in the 20 lap affair were Vern Nauske, Pokey West and Larry Wickersham. Late Model pilot, David Rogers drove the Wayne Densch Pontiac to his 35th Feature win of the season in the 25 lap feature at New Smyrna Speedway, New Smyrna Beach, Fla. French Canadian, John Darveau reporting. John and Clyde Hart were very helpful to me when I ventured to Florida during Speedweeks. "Barefoot" Bob McCreadie won a whopping \$66,465.00 after crossing the finish line first in the 125 mile modified race at the Syracuse mile, Syracuse, NY. This, I remind you, a race pay-out in 1986! Sleepy Tripp wakes up at Ascot Park, winning the 35 lap Midget race at the Gardena, CA., oval. Mark Martin won the 400 lap Winchester, IN., Speedway, ASA race October 5th. Bobby Dotter, Mike Eddy and Bob Senneker followed. Gary Balough

finished 24th. Mike Oliver won the All-Pro KISS series 100 lap feature at Five Flags Speedway, Pensacola, FL. Nothing more need be said. Pete Parker held off M.J. McBride and Tom Steuding to win the 50 lap Late Model feature at Marshfield Super Speedway in the Wisconsin sanctioned event. Ron Schreiner was the Modified main winner while Mickey Nosser won the Street Stock main. Mark Martin, no longer "The Kid", he should head south, he wins too much, was victorious in the Pepsi 200 ASA race at Michigan International Speedway. Gary Balough finished last. So, just how many places is the Michigan International Speedway located? At least two in this

HISTORIC VALUES

HISTORY THAT NO LONGER REPEATS ITSELF

column, and maybe Jackson too. According to Bob Schafer and his Dairy State Doings column, it was Kevin Cywinski winning the Central Wisconsin Racing Association title by out pointing all racers on the circuit that consisted of tracks Capital Super Speedway, Oregon, WI., State Park Speedway, Wausau, WI., La Crosse Interstate Speedway, West Salem, WI., and Dells Motor Speedway, Wis. Dells, WI. Remember those days racing nearly the entire week? I do, as I attended 3/4 of the events. Gary Bettenhausen led every lap to win the USAC Skoal Long Cut National Super Modified 35 lap feature at Saugus California Speedway, October 11th. Arnie Gardner earned his 4th Strohs National Clay Track Championship 200 lap Late Model event at the Santa Fe Speedway, Willow Springs, IL. Jim O'Connor and Tony Izzo were next. Gary Balough won the All-American 400 held November 9th at Nashville Motor Speedway. Bobby Dotter and Henry "Butch" Miller followed. Kyle Petty placed last. Wally Thiering took home \$1,000 for winning the Goblin 200 at Rockford, ILL., Speedway, October 19th. A state record 148 cars started the race. Fred Linder captured the 30 lap Sprint car feature at Eldora Speedway, Rossburg, OH., when leader Rick Unger's



car started on fire! Billy Moyer, Jr., grabbed the \$40,000 winners share for his victory in The Dirt Track World Championship at Pennsboro Speedway, Pennsboro, West Virginia., October 19th. Willy Kraft and Jeff Purvis were 2nd and 3rd. Black Jack Boggs was last. A friend of mine and I, sitting at the bar, after a couple, wanted to go to Pennsboro or I-70 Speedway for one or the other of the races years ago, run on the same weekend. Only way to decide is to flip a coin. Coin was tails, I always call heads, so we went to Missouri! Gary Webb and John Gill shared the spotlight in their respective 25 lap UMP Late Model features at Mid-State Raceway, White City, ILL. Bobby "Scruffy" Allen won a 20 lap World Of Outlaws, Copenhagen, Skoal Sprint car Shootout feature at San Jose Fairgrounds Speedway, San Jose, CA.

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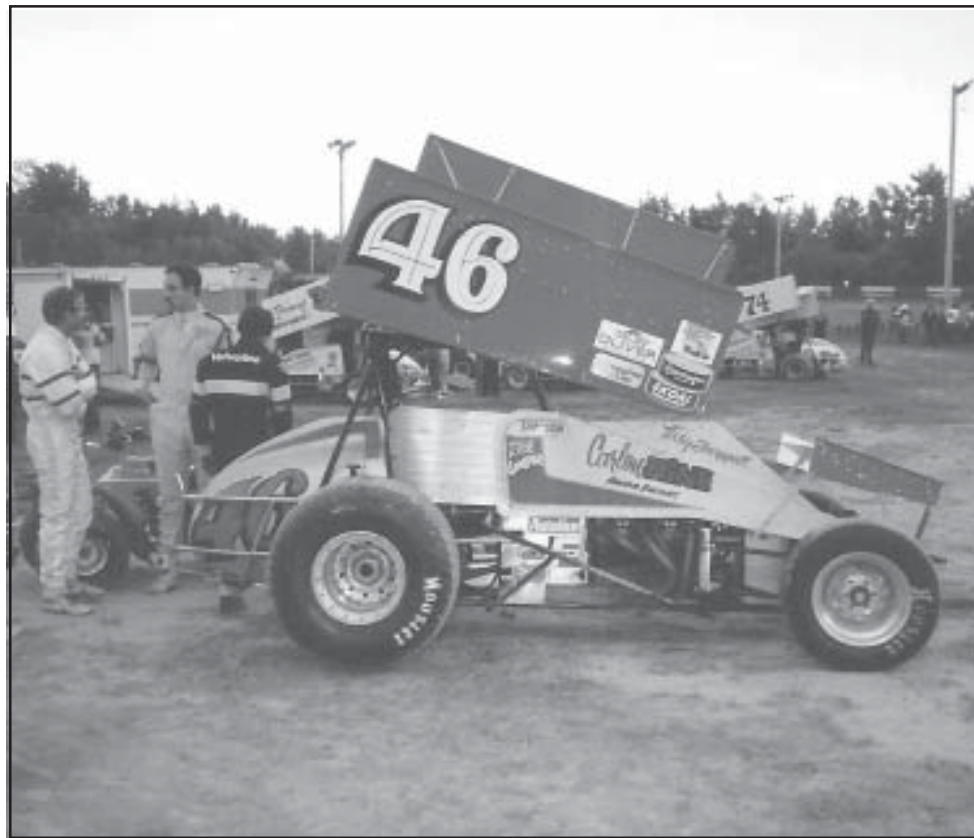
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Allen received \$2,010.00 for the win. Tire takeover sends shivers through the sport. Heavy buying on Wall Street of Goodyear stock by GAF and Sir James Goldsmith, had rumors flying of the sale or takeover of the company. More on that as we get closer to 1987. Joe Shear won his first ARTGO Championship, outpointing Butch Miller and Dick Trickle along the way. Bob and Tony Zidar are offering the Capital Speedway for sale. The Zidar's did a lot of fixing up to the facility, so a buyer was expected to emerge in short order. Tom Reffner edged Steve Carlson for his fourth La Crosse Interstate Speedway Late Model Crown. Bob Lee was the Sportsman division champ with Kevin Nesselth taking Street Stock honors. Steve Carlson edged Rick Wateski and Tom Reffner to win the Late Model Championship at Dells Motor Speedway. Karl Wegner of Wegner Automotive listed some of the champions running his power plants in 1986. They included Kevin Cywinski, Rich Bickle, JR., Ron Schreiner, Tom Reffner, Doug Herbst, Bobby Allison, Scott Hansen, Dave Watson and Robbie Crouch. Now that's an impressive list. Scott Hansen and Dennis Dietzen were crowned Late Model and Sportsman Champions of the Fox River Racing Club racing at Wisconsin International Raceway, Kaukauna, WI. According to the Pit Stop for Talk in Midwest Racing News, Larry Wehrs, promoter at La Crosse Interstate Speedway, has been in negotiations with the La Crosse Interstate Fair Association for the 1987 season. The Fair had placed ads in some newspapers actively looking for bids on the promotion.

Speaking of 1987, it's here! At least in written form. Dave Blaney outlasted Sammy Swindell for the win at the New York State Fairgrounds, Syracuse, NY., in the Sprint car race there, October 10th. The victory earned Blaney \$20,000, as a crowd of 25,000 looked on. Dick Trickle's Oktoberfest win in the ARTGO finale at La Crosse Fairgrounds Speedway October 11th, netted him the 1987 ARTGO title. It was his 7th ARTGO Championship. Following Trickle in the 100 lap feature was Butch Miller, Ted

Musgrave, Steve Holzhausen, Jim Back, Scott Hansen, Tom Carlson, Terry Baldry, Steve Carlson and Joe Shear. The 50 lap Pro-Stock main event winner was Mark "Color by" Numbers. Street Stock victor was Scott Helmers. Construction has begun on the new 2.2 million Louisville Motor Speedway, Louisville, KY., a 3/8 mile semi-banked, asphalt oval. Weekly racing, NASCAR events, along with numerous specials were scheduled for the 1988 season. Larry Wehrs terminated his lease with three years remaining with the La Crosse Interstate Fair Association. Citing differences in opinion with the new manager and dissatisfaction with new fair association policies were his reasons. A group consisting of Craig Hemmen, Dennis Reeves and Archie Meinerz have purchased the Capital Speedway and plan to turn it into a dirt track. John McKarns, president of ARTGO Racing Promotions, and Jody Deery, president of Rockford Speedway, incorporated a new company, Motorsports Management Services, Inc., and signed a long term lease with the La Crosse Interstate Fair Association for exclusive rights to conduct events, both motorized and non-motorized at the La Crosse Fairgrounds Speedway. Chuck Deery, 25, was set to take over managerial duties at the track. Bob Keselowski took the lead on lap 172 and went on to win the ARCA Permatex 200 at Salem Speedway, Salem, IN., October 4th. Eric Smith finished 15th, completing 179 laps. Steve Carlson was the overall Late Model King in the 16th Annual, Dells Midwest Championships, Dells Motor Speedway, Wis. Dells, WI. Steve Holzhausen and Kevin Cywinski were feature winners, but Carlson was more consistent in winning the crown. Darrell Dodd, Gordie Seegert Jr., Bill Kojis and Kevin Doty won Sprint car, Late Model, Modified and Midget features at the new dirt, Impact Speedway, Oregon, WI., October 4th. Jim Depagter completed

233 tours of the Sheboygan County Fairgrounds, Plymouth, WI., 1/4 mile oval to win the annual enduro which was shortened due to curfew requirements. Just 20 of the 140 starters completed the event. "Little" John Provenzano won the 200 lap National Clay Track Championship 200 at Sante Fe Speedway. Provenzano took home \$12,000 for the win. Bill Prietzel won the



semi-feature. Rumor has it, from Bob Schafer's Dairy State Doings column, that the Shawano and Seymour, Wisconsin tracks will be WISSOTA sanctioned in 1988. Tracy Schuler outdistanced Steve Carlson to win the 25 lap ARTGO, Z-93 Radio Late Model feature October 10th, as part of the 18th Annual Oktoberfest racing weekend. Dick Trickle lost, as he only placed 3rd in the race. Steve Murgic won the 20 lap Consolation race. Steve Anderson took the Pro-Stock feature, while Scott Helmers grabbed the Street Stock main. Todd Thelan dominated Kart racing action at the Badger Raceway, Dousman, WI. Four victories earned Bill Venturini the ARCA Super Crown title in 1987. Rolf Helland finished 25th in final points. Frank Gawlinski scored 27 feature wins in Chicagoland racing which resulted in track championships at Grundy County Speedway, Morris, IL., and Illiana Motor Speedway, Schererville, IN. John Knaus captured the NASCAR sanctioned Late Model Championship at Rockford, IL., Speedway. And, from the John Close column in Midwest Racing News, "I just had a good year altogether. I just tried to play it cool and stay out of trouble and the best thing that could happen, did, we won the championship." Kevin Nuttleman describing his strategy in winning the sportsman crown at Dells Motor Speedway. Tom



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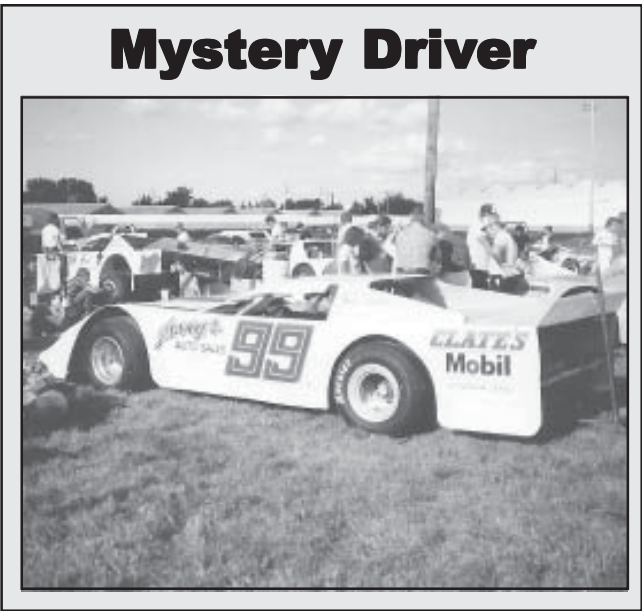
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Reffner dominated action at La Crosse Fairgrounds Speedway, at one point winning seven features in a row enroute to the CWRA Late Model title. Don Turner finished 10th in final points. Jeff Aikey was the Late Model titlist in IMCA competition, winning both the National Championship and the Deery Brothers Summer Series crown. A 1/4 mile track is being constructed inside the 5/8 mile oval La Crosse Fairgrounds Speedway. According to manager Chuck Deery, “The new track will utilize part of the front straightaway and first turn and be ready for racing for Oktoberfest race weekend. It will allow more area competitors to build cars and race here.” Still don’t know for sure how that Goodyear company stock buy went. Goodyear still has tires though.

Here and there...Event organizer and promoter, Dale P. Danielski says, “I aint dead yet.” so Champions Reunion XVII will take place as part of the 56th Annual Oktoberfest Racing Weekend at La Crosse Fairgrounds Speedway, West Salem, WI., on Sunday October 5th, from 11am-2pm, in the turn one Hospitality Chalet of the main grandstands. Many celebrity drivers will be on hand along with a number of old time racing cars. Always a fun time and the best part is fans holding a Sunday race ticket are admitted free! Champion race drivers and anyone with

race cars they’d like to display, as well as past and present racing promoters are invited. If you plan to attend contact Dale P. Danielski at starmakermultimedia.com at the FACEBOOK Champions Reunion XVII event page, or at 608-518-2478, 608-816-2848. ‘Fest racing this year runs October 2-5 and another action packed event is anticipated. It was a fun time at the Tomah-Spart Speedway, Tunnell City, WI., here recently, as we took in the Marv Marzofka honoring race. One of the best ever to steer a race car, Marzofka is still as sharp as a tack as we rehashed all those great times in racing back in the day. Paul Paine used his tiny Minnesota paved track experience to win both Late Model features. And it appears, with the Brockhouse’s in charge at the Tomah track, it is in good hands moving forward. Off to La Crosse Fairgrounds Speedway for more NASCAR Late Model racing, where things have really tightened up in the points battle between Jacob Goede, Adam Benzick and two time defending Champion Skylar Holzhausen. The title will be decided at Oktoberfest with four features contested to decide it. All three have won features in the past weeks along with Tom Luethe and Mike Carlson,

And the Mystery Driver photo, from last column was somebody, but they forgot to contact me. The driver was none other than Willy Kraft, racing at I-70 Speedway, Odessa, MO.



Photos by Dale: #9, Barefoot Bob McCreadie, racing in Florida. #2 Mark Martin, thinking about heading south, he wins too much. #3X Fred Linder, Sprint car ace. #46 Sprint car no fire here, Rick Ungar. The Mystery Driver for the column is #99. Surely everyone will get this one. 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

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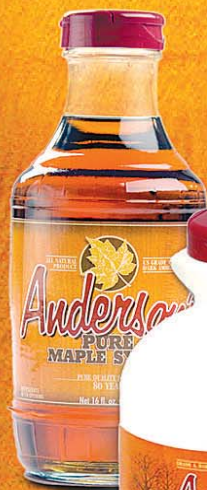
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