

THE MIDWEST RACING CONNECTION

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THE MIDWEST'S SHORT TRACK AUTO RACING AUTHORITY

The King of Spring



USRA Late Model Growth

May 2026

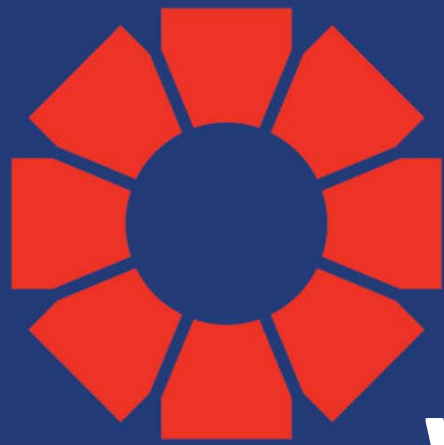
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Lake Geneva Memories



Racing History

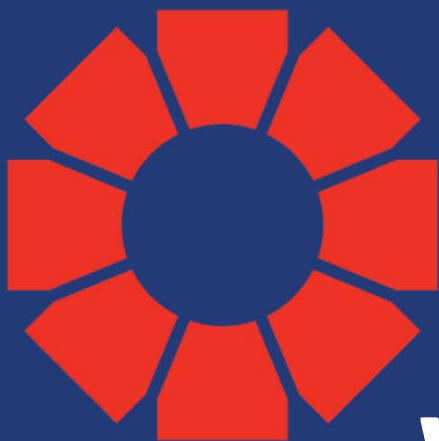


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**Publisher's Note
Racing According to Plan**



Dan Plan

The 2026 season marks 30 years of this publication existing in print format. There will be some that question my math but hear me out. The first issue of Minnesota's Racing Connection came out in 1997. If you start with year one instead of year zero, 2026 is 30 years in print. Next year (2027) will be the 30th anniversary.

Regardless of the semantics of 30 years or the 30th anniversary, I'm proud to be part of something that has lasted 30 years in the short track racing world. Publisher emeritus Rob Hahn started this rag

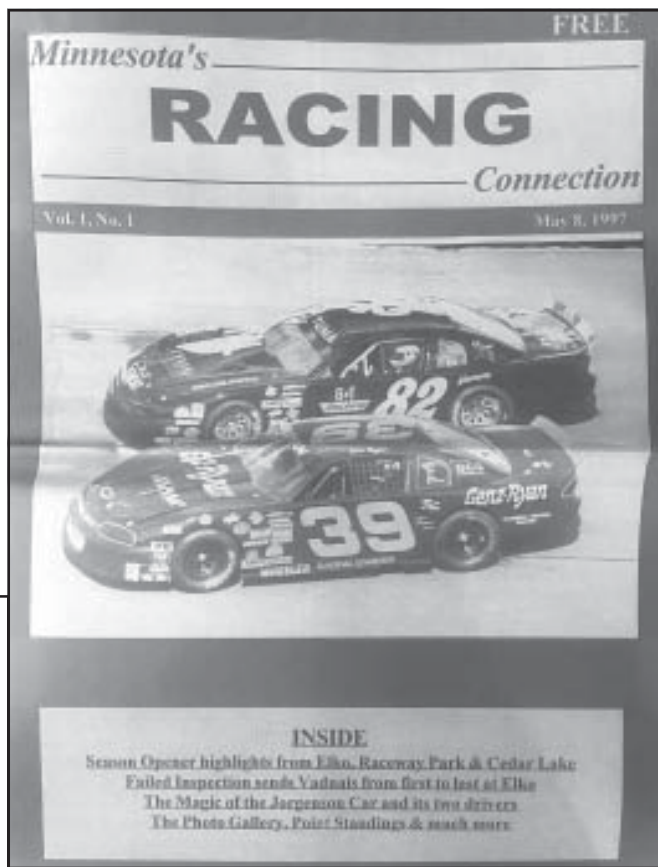


30 Years in Print

at the beginning of the 1997 racing season. A few years later, I started as a columnist after good friend Martin DeFries made the suggestion to Rob. At some point this season, Rob will pen a column. I'm not sure if he will include the usual suspects.

One of the things I've enjoyed owning a racing publication is the opportunities I've been fortunate enough to experience. Some were documented in past issues, and many have not. Things that were not documented were times like being at Oktoberfest many

Publisher's Note continued on page 4



The Midwest

RACING

Connection

May 2026

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www.theracingconnection.com

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Dan Plan

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The Midwest Racing Connection is published six times during the summer racing season by **The Plan Company, Inc.** All material is copyrighted 2026 and may not be reprinted without permission 651-451-4036.

Cover photos by: Dale P. Danielski, John Luethard and Roy Ophime

THE MIDWEST RACING CONNECTION

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Meet the Drivers! Prizes, Giveaways Scavenger Hunt

Drawings for Elko Speedway Tickets

Temporary Tattoos Tire Changing Competition



Presented By:



Publisher's Note continued from page 3

years ago when I had a pop-up camper without a bathroom. I woke up early one morning to go to the restroom, and Gregg McKarns was driving the garbage truck through the campground emptying trash cans. This was well before Gregg and Angie purchased Madison. Gregg saw me walking through the campground and mentioned he was just about finished and asked if I wanted to go to Chuck Deery's house to pick up some more floor dry for the track. Now that might not sound like an exciting morning activity to a lot of people, but I enjoyed riding with Gregg to Chuck's place and loading up the truck.

More recently, I was wondering through the pits last year at the USA Nationals on the final night. I had finished getting photos and videos set up and decided to venture back to the pits. Most of the teams had loaded up and were headed home by the time I got back down there. I was heading back to my camper when Brad Both showed up with the Cedar Lake Speedway pace truck. He asked if I wanted to ride along to return the truck to the dealership that loans it to Cedar Lake Speedway. I had nothing better to do and hopped in the pace truck. It's not a long ride, but the deer jumping out in front of us late on a Saturday night on Wisconsin county roads made it an exciting ride.

The thing I'm most proud of from owning this paper is the opportunities I was able to let my son experience as a child. These were things that I dreamed of when I was growing up. He was able to sign in at the pit shack at a very young age at Raceway Park. We got to meet famous NASCAR drivers in person. He got to ride in two-seaters with famous drivers such as Jeremy Wolff and Kenny Schrader. He also had access to areas of race tracks that most kids in their pre-teens don't get to experience. Now that I've entered the Grandpa phase of my life, hopefully I can let my grandson experience short track racing in the same way.



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Going in Circles



Charlie Spry

It is hard to believe, but the Lake Geneva Raceway has now been closed for nearly twenty years. The last season was back in 2006. The last race was at the end of this season.

While many think that the last race there was the annual Fall Classic, it wasn't. There was one more event which many probably do not remember, the annual "Run What Ya Brung" show.

This show was exactly what the title infers. Bring pretty much whatever car that you possess, do pretty much whatever you want to it, then race it with others of the like mind. Oftentimes, late models would have large lexan billboards, sprint car wings, and other appendages. It was always a fun show, and one that I looked forward to attending each year.

The 2006 season went off as planned, with the annual Fall Classic being held on September 29, 30, and October 1st. countless divisions ran during the final classic. Pretty much any racing division you would want to see.

After a few weeks off, the Run What Ya Brung show was originally planned for Saturday, October

Lake Geneva Memories

21st. I had planned on racing that day, which was overcast with a light drizzle most of the day. I loaded the car in the moisture, which had abated as it was time to leave for the track. Shortly after leaving home, we ran into more drizzle. We soldiered on. I was determined to race in that last show! Arriving at the track, We noticed that they had not cancelled, so I paid the pit fee, parked, and began unloading. Before I even got the car off the trailer it started weeping harder, and they postponed the event to the following Saturday, October 28th.

October 28th was a very sunny day, but I remember that it was extremely cold. I loaded the old 1990 Geo Prizm racer (really!) and made the trip. The races went off just fine in front of a very chilled crowd, most of whom stayed for the duration at the last ever racing event to be held there, including the finale of the night, a trailer race.

Cars were divided up into classes, with the "A" group being primarily late models and modifieds, "B" class being asphalt and dirt super stocks, street stocks, modifieds, etc., and then "C" class, which was any four cylinder vehicle, including trucks. Mini-Mods and vintage cars also had their own feature events.

I had a lot of fun racing in the "C" class, with many different drivers and vehicles that I had never raced against before. No matter your speed, there was someone you could race with. It was an absolute blast! When it was all said and done I was credited with a seventh place feature finish. I believe the feature race went off without a single caution. I know that everyone raced very cleanly.

I wish that I could report on the other races that were run that night, but I was busy racing myself, which left little to no time to write things down. I was lucky that my friend Gary Schmelzer was there and took a bunch of notes, including my qualifying times (22.795 and 22.310). I also referenced the race report written at that time by PR man Dale Erdmann. He always did a great job on the reports. He even called me a "famous columnist" in the report.

The crowd and car count for this show was decent, but probably not what



I would have thought. A few drivers did show up on the original date of the event but did not come back the following week.

Anyway, here are lists of those drivers who showed up, and can claim to have been a part of the last race ever at that track. Some names may be misspelled, but you get the drift.

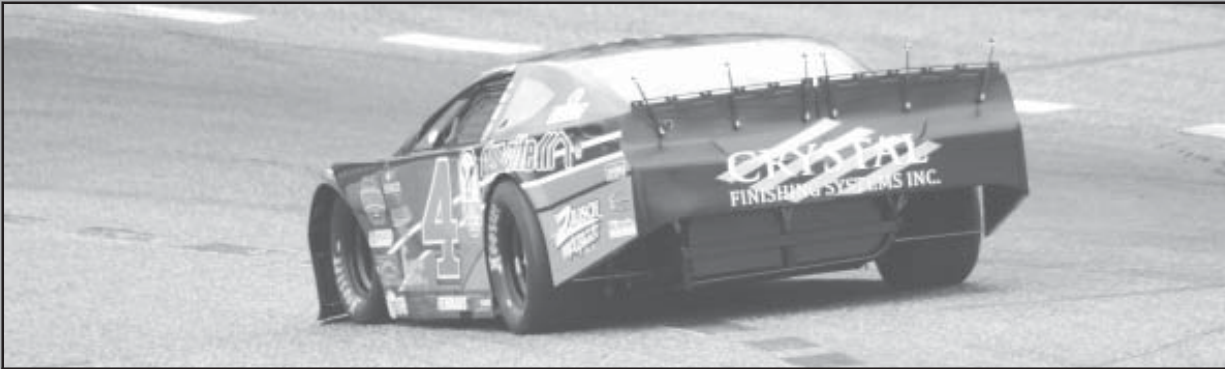
"A" class - Wayne Freimund (last ever late model feature winner. Had sprint car wing on the roof), Landry Potter, Dan Church, Larry Epright, Billy Hafemann (EWSC mod), Larry Surletta, Joe DeCubellis, Ken Johnson (Dr. Tooth), Don Collins, Bobby "Colonel" Parker, Butch Hafemann, Kris Hansen, and possibly Larry Johnson.

"B" class - Jason Jensen (dirt mod), Seth Lootans, Tom Jastrab, Larry Epright, Tom Roney, Ryan Gutknecht, Dave Paskiewicz, Sam Redmond, Gary Fostru, Vaughnn Lesko, John Maki, Jr., Chris Sackman, Jeff Schultz, Dave Edwards, Eric Schoffen, Jim Oxtoby, Bill Johnson, Sonny Schoffen, Steve

Going In Circles continued on page 6



The King of Spring



Wausau's Luke Fenhaus cemented his legacy as the undisputed "King of the Spring" during the annual IceBreaker at Dells Raceway Park, capturing a historic third victory in the season opening event for Super Late Models in the upper-Midwest. Fenhaus started the event from the outside of row two and took the lead on lap 32. Defending Alive for 5 Series Champion chased Fenhaus to the line at the end of the event.



Going In Circles continued from page 5

Hertz, Ken Eisbrenner, Anthony Vito, Frank Slabeneck, Cody Potter, Bill Serviss, Tyler Peterson, Randy Schneider, Dustin Holland, Dave Krewel, and possibly Tom Fay.

"C" class - Vincent Merry, Roger Schultz, Tom Homan, Dale Gustum, Bryce Talbert, Tim Jendrycki, Charlie Spry, Kevin Mathiesen, Jeff Myers, Nick Lasher, Aaron Stolp, Mike Lampeb, Steve Doherty, Kyle Watters, and Alan Stillman (DNS).

Vintage - John Janssen, John Vassch, Smokey Yunick (??), Randy Vassch, Vinnie Meagher, Molly Meagher, and Juan Herta.

Mini-Mods - Nick Petska, Jerry Guillian, #97 unknown.

Also appearing, a #47 midget, driver unknown, and a kart (Clay Harsholt).

Trailer race - Robert Peterson, Doug Wiraketz, Adam Peters?, Dustin Holland, Tom Cruse, Pete Peterson, Gary Oscarson, Shawn Conland or Conley, Jim Ison, Leo Long, Joe Horricins, and B.G. Wood. Wood would go down as the final race winner of the show and forever, as this race was obviously run last.

After all was said and done, on a later date they conducted an auction, in which I was able to get a few things to remember the track by, including the wood plank seating where we always sat. That has been made into a bench type seat, so I can still sit on part of Lake Geneva Raceway whenever I want. Many other items were also secured, including some pieces of the track.

The track would be torn up almost immediately, to stop people from going out onto the surface to play around. It would then continue to deteriorate, as the proposed housing development would not take place for many years after. Sadly, it just sat there teasing all of us for years. A real shame. Finally, the land has now been developed not too long ago. I have not been there for years but am told you cannot tell where the track was at all.

So, what we have now are memories, and the knowledge that roughly eighty-one drivers had a chance to be the last to turn legal laps there. I am proud to have been one of them.



Saturday May 30th, 2026

Super Late Models - 602 Late Models - Legends - Vintage



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	Family Pack:	\$60



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Talkin' Racin' with Jason



Jason D. Searcy

There has been much discussion over the years about the importance of qualifying to a race program. Many racers and traditional fans enjoy qualifying, both the challenge of it and the extra points that go along with good results. Jacob Goede in the Late Models and Nick Oxborough in the Power Stocks both excelled at qualifying and it was a big factor in securing their numerous Championships. Elko Speedway has slowly gone away from qualifying in many of their divisions, double features with no qualifying or heat races have become the norm in recent years. It tightened up the race program and helped the time crunch encountered at the Eve of Destruction events,

but the racers and many old-skool race fans voiced their displeasure of the format to no avail, until now that is.

As Elko Speedway is about to embark on their 61st season of racing, track manager Tim Brockhouse announced a few new changes to the race format for 2026. Every division will both qualify and do heat races before the feature event, a more traditional style of race program.

"I'm used to Legend cars, anywhere you go in the country, you qualify for every race, you have to earn your spot," said Brockhouse. "The entertainment value is better that way, it will draw more cars, and that is what we are looking for, to make ELKO more racer friendly. We might have gotten away from that a little in the previous years and if you see me and I don't say thank you, I'm not doing my job either. There are four separate owners here and we are all on the same page to try and make this a better place to race, let's get back to our racing roots."

"We are definitely bringing back the more traditional racing, the Wisconsin style of racing where we do qualifying in every class, heat races and features with an inversion, we have an audience so we can't just put the fast guy out front, we are going to make him earn it," said Brockhouse.

"We've got some double feature nights, NASCAR has actually changed the format to only allow six double feature nights, so that is what we have this year. The rest of the nights will be single feature nights but we will qualify every week as far as that goes," said Brockhouse. Most divisions will do group qualifying including the Bando's but one division per week will be doing one car at a time traditional qualifying.

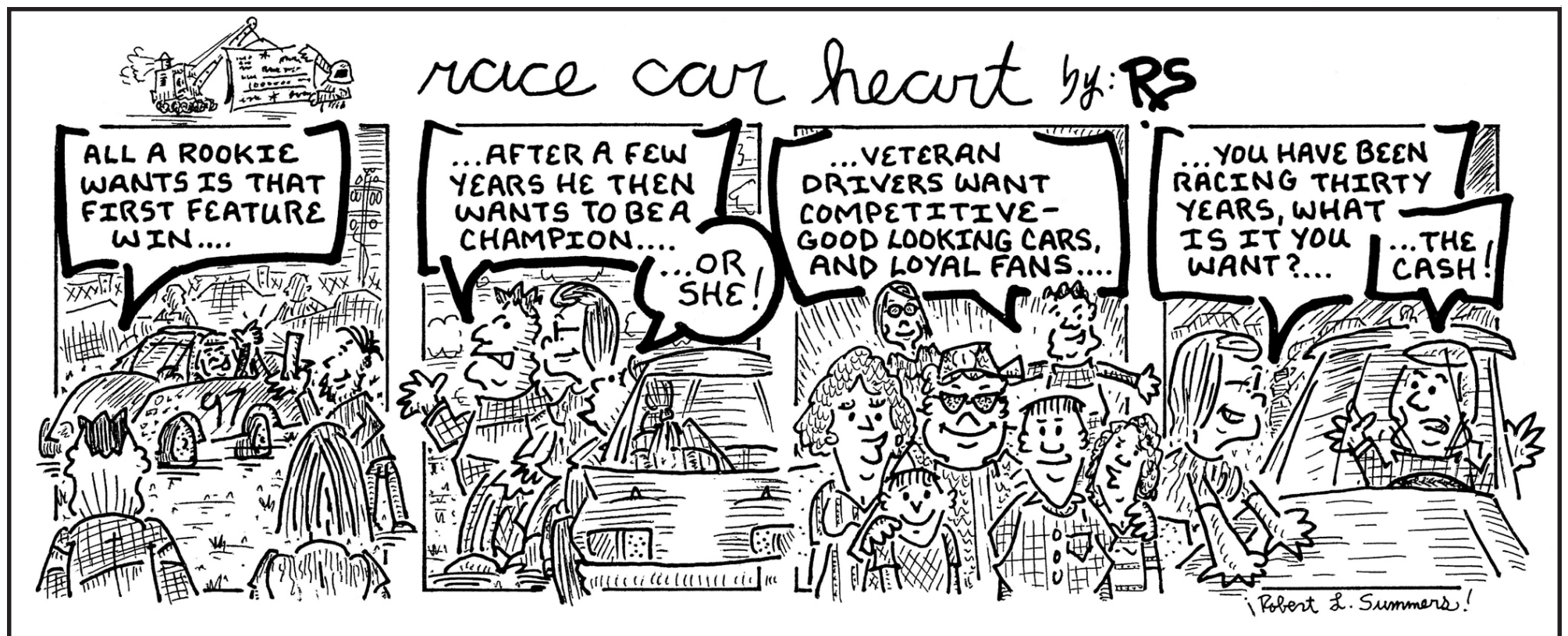
"The old draw for position according to points doesn't encourage the traveler, we want to see guys from LaCrosse, the Dells, Tomah, Slinger and

Hawkeye to come up here and race with us. It puts them at a disadvantage if you go with point average, it's not a good competitive way to do things," said Brockhouse.

"As a racer your goal is to win, the heat races provide that because what we are doing is a fast dash, so the top six qualifiers are in one race, then the others in different heat races. If you don't have a top notch program or if you are just getting into the sport it's really hard to win. Winning is like a drug, once you've gotten that first one, you always want that feeling again. That is what keeps everyone pushing. To have a taste of victory without spending all your money, it takes so much time, effort and team to win, there is so much behind it, equipment, talent, team and luck. Heat races give more of an opportunity for someone else to get a win," said Brockhouse.

The 2026 season schedule got an overhaul at ELKO. There will still be the 10 Eve of Destruction nights that will have car racing but also: Monster Trucks, Jet Cars, School Bus races, Spectator Drags, Motorcycle/ATV acts in addition to the concourse entertainment like professional wrestling, lumberjacks and petting zoos. The one ARCA Menards series night and the Thunderstruck ASA Midwest tour night will return as per usual. But added to the schedule is a FUKU fest weekend with one night of racing and three separate weekends of racing invitationals for the INEX divisions, the High School racing association, Midwest Dash Series and new Crown Vic division will be supporting many of those events. The track will also hold weekend long events for Drifter Cars six different times during the season. A schedule that is much more full than previous years at the track.

For those who keep score, you can chock one up for the traditional race fan this year. You got what you wanted: the classic racing format is making a comeback at Elko Speedway.



Dangerous Dan



Dan Margetta

The first print issue of the year can only mean one thing and that's we're back at the racetrack here in the Midwest. By the time you are reading this, the 2026 racing season will be under way with many tracks opening up and we will all gather and hang out for the next six months. I already have one Midwest race in the books this season with the Ice Breaker 100 Alive for Five Series event at Dells Raceway Park. While for once the Ice Breaker didn't have icy temperatures but the weekend still presented some challenges for promoters, racers, and fans. I swear when I left my house two hours away on the original Saturday date there was no chance of rain in the forecast but when I got to the track I was surprised to find out we were set to get wet at right about qualifying and race time. And sure enough, in the middle of Midwest Truck Series qualifying, the "R" word began to fall (at least it wasn't snow), meaning the event would be postponed until Sunday when it was supposed to be a lot warmer. I had already planned on staying overnight in the Dells so the rescheduled date really didn't affect me, but I'm sure there were others that couldn't make it back while at the same time I knew of some fans that weren't there Saturday but were able to attend Sunday. I worked with the Pit

Row TV crew and we made the most of it and found a new restaurant to try in Baraboo (Log Cabin) before returning to Dells Raceway Park on Sunday. Lingering rains Sunday morning meant I had to do the LTN show from the hotel lobby but a window opened up to get the full racing program in pretty close to the original start time. Most of the drivers were able to return on Sunday as well and all three divisions put on a quality show. Luke Fenhaus picked up right where he left off last year by taking the lead in the second half of the race and driving to his third Ice Breaker 100 victory over Casey Johnson and Gabe Sommers. Penn Sauter is part of the Kulwicki Driver Development Program this season and he started his season off on a high note with a strong fourth place finish while early leader Tristan Swanson finished fifth. The Midwest Truck Series has really come into its own and once again the drivers put on another good event with Blake Brown holding off veterans Brandon Reichenberger and James Swan for the victory. The Outlaw 602 cars rounded out the day with John DeAngelis barely beating the rain to capture the win. And I mean, he barely beat the rain as the skies opened up right at the checkered flag which sent everyone scurrying for shelter. Everyone involved with the weekend from the track, drivers, and fans all did an outstanding job to get the show in and make sure we got the Midwest racing season kicked off on time.

The only other racing I did this month was the HO Scale kind as our Indy Slot Car Series held our season ending HO Indy 500. It's the 33rd year for this event which ends the slot car season as we all get ready to go to the real races. I didn't have the greatest season this year as I think I finished 10th in the points out of 16 drivers. I did get one win this season but it was kind of by default as the first place finisher left the track area with his car which is against the rules so he got dinged in the tech shed. While running this edition of the HO Indy 500 I did learn that racers are all the same whether they are racing super late models or toy slot cars. First in the Thursday practice before Saturday's big event, or "Carb Night" as we call it, I thought my car felt fast and handled good. One of the other guys made the comment I didn't drive it hard enough in the corners and was lifting too much. So naturally, I went all Kyle Busch on him and told him to "be my guest" and drive this slot car if you think you can do better. Racing Rule #1: Never let someone else

drive your car. Because of course he proceeded to go a tenth of a second quicker and make me look like a fool. To my credit though, after that I hammered it full throttle in the practice and ended up like third quick and better than him. Embarrassment is a huge motivator. The bodies on the slot cars are plastic and they are 3D printed. At the start of the season everyone gets their own Oval car and Road Course car and if you break parts, you have to either try to fix them or have another wing, spoiler, etc 3D printed. All the bodies are the same or at least they are supposed to be, and each week I just put mine on the electric chassis that was assigned to me for that race (you get a random chassis assigned each event and all are routinely tested to keep them all relatively equal). All season long, I've been just a tick off it seemed like just a slight step behind. I wasn't slow, but just felt like I had to try harder than normal to keep up with everyone else. It was the more of the same for this year's HO Indy 500 as after time trials, I failed to qualify as only the top 8 make the race and the remaining three cars were bumped. I wasn't way off the pace and just missed the cut by a fraction of a second. I guess I know how Fernando Alonso felt a few years ago (LOL). Well, here's where the second instance of racers being racers no matter what the race comes into play. You see, I come to find out pretty much everyone else used a Dremel tool to take out some weight on the inside of their plastic slot car bodies. I mean who has time to do that for racing toy cars where the only thing you really "win" is pride and the ability to trash talk everyone else for a year? I had to laugh and I really can't imagine what it must be like on the real levels. In the end though, one was scored for the little guys as my teammate Chris, who didn't Dremel out his plastic slot car body, made the race and got his first win in this event in 18 years (he last won in 2008). All in all, it was another fun year though and it is fun hanging out with the guys and it's a great way to pass the time during the off season.

The real car racing season kicks in from here and I plan to be at the ASA Midwest Tour races at Slinger, Madison, and Jefferson this next month as well as the IRA Sprint Car event at the Plymouth Dirt Track and Slinger's first Triple Crown super late model race and Memorial Day Weekend special. I'll wrap up May with the second Alive for Five race at Dells Raceway Park. As always, I'll see you there!

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Racing Nuggets



PJ "Jacklyn" Nuttleman

We've had some wild weather as of lately, but that really is no surprise for the Midwest in springtime. It's a great sign that the race season is starting to kick into high gear. I was bummed when I was unable to attend the Icebreaker at Dells Raceway Park. It was not because of the rain-delay that pushed the event to Sunday. I'm still trying to find the right groove with my mom after she had a newly-implanted pacemaker-induced stroke during Oktoberfest Race Weekend.

She's doing well—better than anyone expected, if I am being honest—but she still needs plenty of TLC as she continues to reclaim her life that the stroke ripped away from her.

At any rate, as I'm writing this, I'm preparing to pack-up to head to Slinger Speedway for the season opener for the ASA Midwest Tour. This one will be more exciting than ever because I bit the bullet and rented a camper. I'm bringing our two dogs, Pudge and Daisy! They will be SO excited to have a road trip

with LOTS of new smells! I'm also bringing my friend, Heather along with me. She ventured to Florida with us back in December for the Snowball Derby. We are hoping that by the time you are reading this, Toby and company will have had a better outcome than that race!

Speaking of controversy... the ASA put out a press release that has a lot of tongues wagging about Pro Late Model and Super Late Model chassis standards and safety. While I understand the reservations many will have about any kind of announcement of this variety, I do think it would be more prudent for everyone to just take a breath and a wait-and-see approach to these types of things.

Reading knee-jerk reactions on social media about how the chassis announcement would lead to more cost for the teams, eliminate innovation, etc. It was disheartening to see such negativity be the immediate reaction to the announcement of the committee being formed for this topic. It's nauseating seeing negativity be the immediate response people express to everything these days.

Anyone who has witnessed a horrific accident at the race track should know just how important safety standards should be. That should be a priority for our racers. Thin tubing for weight distribution purposes is a recipe for disaster. I've seen cars get crushed up to the fuel cell and ignite. I've seen racers get unnecessarily injured because of sub-par safety on the driver door panel.

Yet, most everyone elected to take a negative stance on this announcement about the establishment of a chassis committee. Again, I understand the jaded attitudes. It's the way society has made us with everything. HOWEVER, what would happen if instead of immediately assuming the worst when you read something on the internet, you took a moment to ponder and consider all angles of an issue before automatically assuming the worst?

Pigs and Positivity

When I saw this announcement, I talked with my husband Toby, to get his thoughts on it. He had a great analogy for why this could be a good thing. He likened it to pigs in a pen. The pigs know where the fence line is, but one day, after a rough storm, part of the fence gets broken. One pig starts to edge his snout over the line to explore; each day, getting a little bolder and going further and further out, until he realizes nothing is going to happen to him if he leaves the fence line. Then other pigs notice that that first pig is moving beyond the fence line unfettered, so they decide to embark upon their own journey beyond the fence. Before you know it, you have wild pigs wreaking havoc, running roughshod over the land.

Leave it to Toby, the former pig farmer, to come up with a pig analogy, but it is an effective one. Things have been going unchecked with regard to chassis production for quite some time. Safety has been a major casualty of that "running wild."

Will the committee get EVERYTHING right? Probably not, but this is where you can decide to be an adult and voice your thoughts and in a calm and methodical manner. When it comes to your words, you can build bridges or build walls. One will get you further than the other. And people in a place of decision-making are more likely to listen if you present your case in a thoughtful and calm manner.

We are talking about grass-roots racing here and as far as I can tell, everyone involved would like to see it thrive. We are also blessed here in the Midwest with decent car counts, so that should give you confidence that the powers that be—with roots in the Midwest themselves—would like to continue to make things grow. So, how about we all try to not get our knickers in a bunch? And for a change of pace, how about we try being cautiously optimistic. You'll be surprised at what a little optimism can do in your life.



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A Wild Ride

Jake Silbernagel went for a wild ride at the end of the month of April during Midwest Modified action at Cedar Lake Speedway. Jake was AOK.



THE MIDWEST RACING CONNECTION

Photo Gallery



*Mike Miller with a win at Golden Sands with his Olds Cutlass
(Dale P. Danielski photo)*



*Jeremy Miller picked up the Big 8 Spring Classic win at Grundy
(Big 8 Series photo)*



*Lucas Peterson in the LXV at The Lake
(Brewster Baker photo)*



*Chase Viebrock being pushed out for practice
(Dan Plan photo)*



*Jacob Goede set fast time for the Icebreaker at Dells Raceway Park
(Junior Jackson photo)*



*Blake Brown Midwest Truck Series Icebreaker winner at the Dells
(Kyle Kingman photo)*

Your Racing Road Trip!



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2026 SEASON OPENER SATURDAY, MAY 16TH, 2026

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2:00 PM Start!



NASCAR HORNETS



FRONT GATES 12:15 PM - QUALIFYING 12:30 PM - RACING 2:00 PM - LACROSSESPEEDWAY.COM - 608-786-1525

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8AM

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\$5 general admission
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Racing History



Dale P. Danielski

It's amazing how many wins you can wrack up when you can race five times or better a week. And when you are really good at what you do, all the more potential to win.

We pick out Central Wisconsin this time for prolific winning, as four drivers from there were victorious 95 times during the 1978 racing season.

Dick Trickle 47, Mike Miller 27, Tom Reffner 22, and Marv Marzofka 19 were the prolific winners this time around. Dick Trickle opened the ASA season with a win April 2nd at Queen City Speedway, West Chester, OH. Trickle took the win over Mark Martin, Ed Hoffman, Dick Anderson and John Anderson. The one time I attempted catching a show at the Ohio speedway, it amounted to having lunch at Burger King! Rained all the way over, saw some hot laps and

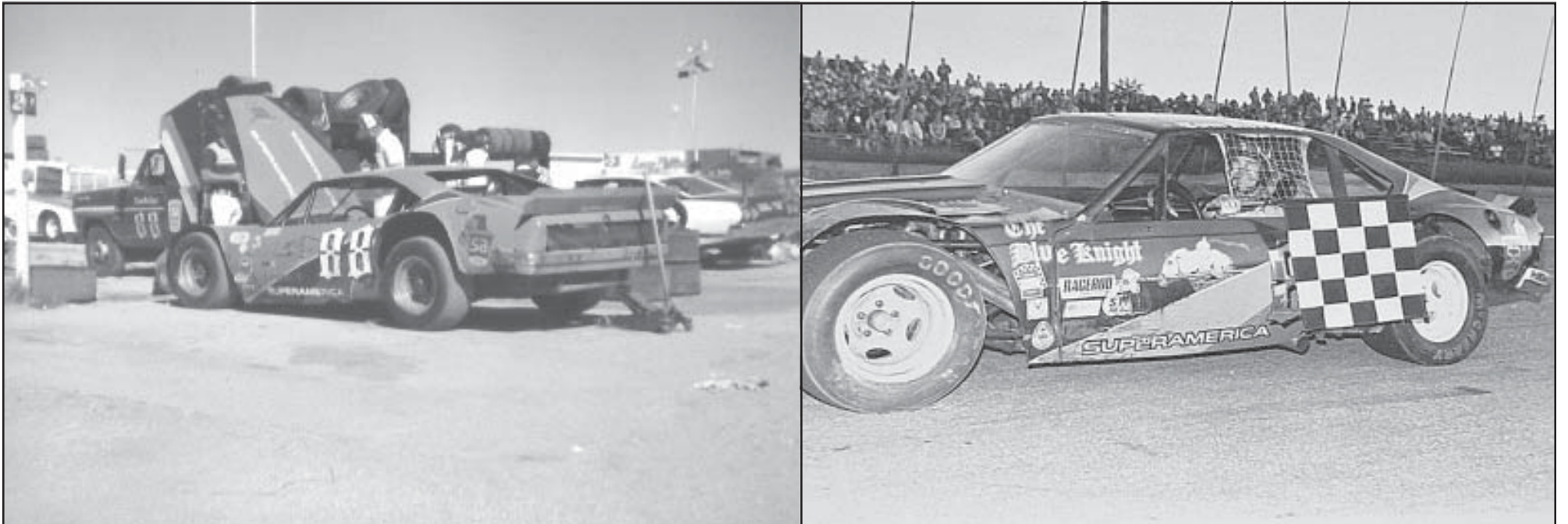
that was it. Cancelled. Dick Trickle took the ASA 100 lap main at the Hartford Speedway, Hartford, MI., April 16th. Denny Nyari and Bob Senneker followed. Dick Trickle captured the ARTGO Spring Opener, April 30th at Grundy County Speedway, Morris, IL. Mike Miller took his 2nd feature win at the Capital Super Speedway, Oregon, WI., April 16th. Dick Trickle won his 2nd feature at Capital Super Speedway, May 5th. Tom Reffner held off Rich Somers to win the late model feature at LaCrosse Interstate Speedway, West Salem, WI., May 3rd. Mike Miller took the feature win at State Park Speedway, Wausau, WI., May 11th. Tom Reffner edged Larry Detjens for the Spring Opener 50 win at Wisconsin International Raceway, Kaukauna, WI., May 21st. Dick Trickle narrowly beat Marv Marzofka to win the late model feature at Dells Motor Speedway, Wis. Dells, WI., May 20th. Mike Miller foiled Dick Trickle's challenge to win the 50 lap feature at LAX Speedway, May 17th. Bobby Allison finished 10th. Dick Trickle swept the program, as in, that is setting fast time, winning the dash, heat and feature race at Capital Super Speedway, May 19th. A true sweep not a hyped up two event win somewhere. Dick Trickle took one feature win and was the overall winner at Capital Super Speedway, May 28th in the ARTGO Memorial Day event. Dick Trickle passed Rusty Wallace to win the 100 lap main at Fairgrounds Speedway, Springfield, MO., May 26th. Mike Miller won the late model feature at Capital Super Speedway, May 26th. Tom Reffner notched the win at LAX Speedway, May 24th. Dick Trickle made it two wins in a row at State Park Speedway, June 1st. Dick Trickle took the feature win at Golden Sands Speed-

way, Plover, WI., May 30th. Tom Reffner set a new track record and won the 30 lap feature at Capital Super Speedway, June 2nd. Tom Reffner won the 20 lap feature at LAX Speedway, May 31st. Tom Reffner was the winner of the All-Star 200 at Grundy County Speedway, June 3rd. Marv Marzofka won the 30 lap late model feature at Golden Sands Speedway, Plover, WI., June 4th as described by writer Dale Danielski. Larry Detjens won the Dr. Pepper 100 at Lax. Speedway, June 4th. Just checking to see if you noticed this as Larry is not on the list of 4. Detjens did win big races in 1978 and finished in double figures for wins during the season though. Marv Marzofka overpowered his competition in feature action at Lax. Int. Spwy, June 7th. Mike Miller driving his Mil-Lir Engineering, 1978 Olds Cutlass, scored his 4th feature win at Capital Super Speedway, June 9th, Miller who wanted to speed up his learning curve racing moved to Wisconsin Rapids, WI., in 1974 to race full time. He got faster in a big hurry racing the Wisconsin circuit. Marv Marzofka captured his first feature win of the season at State Park Speedway, June 8th. Trickle wins both 55s in Nabbefeldt Memorial June 10th at Dells Motor Speedway. Trickle gets 22nd feature win in red race at Wisconsin International Raceway, June 11th. Marv Marzofka won his second consecutive feature at the Golden Sands Speedway, June 11th. Dale Danielski reporting. Mike Miller got his 2nd main event win at Lax. Int. Spwy, June 14th. Mike Miller

Racing History continued on page 17

*Mike Miller raced Two Oldsmobile Cutlasses in 1978, with the first one based on his old Mustang.
(Dale P. Danielski photos)*





*Tom Reffner #88, 1978 AMC Concord. Reffner also won on the year in the #88, AMC Hornet.
(Dale P. Danielski photos)*

Racing History from page 16

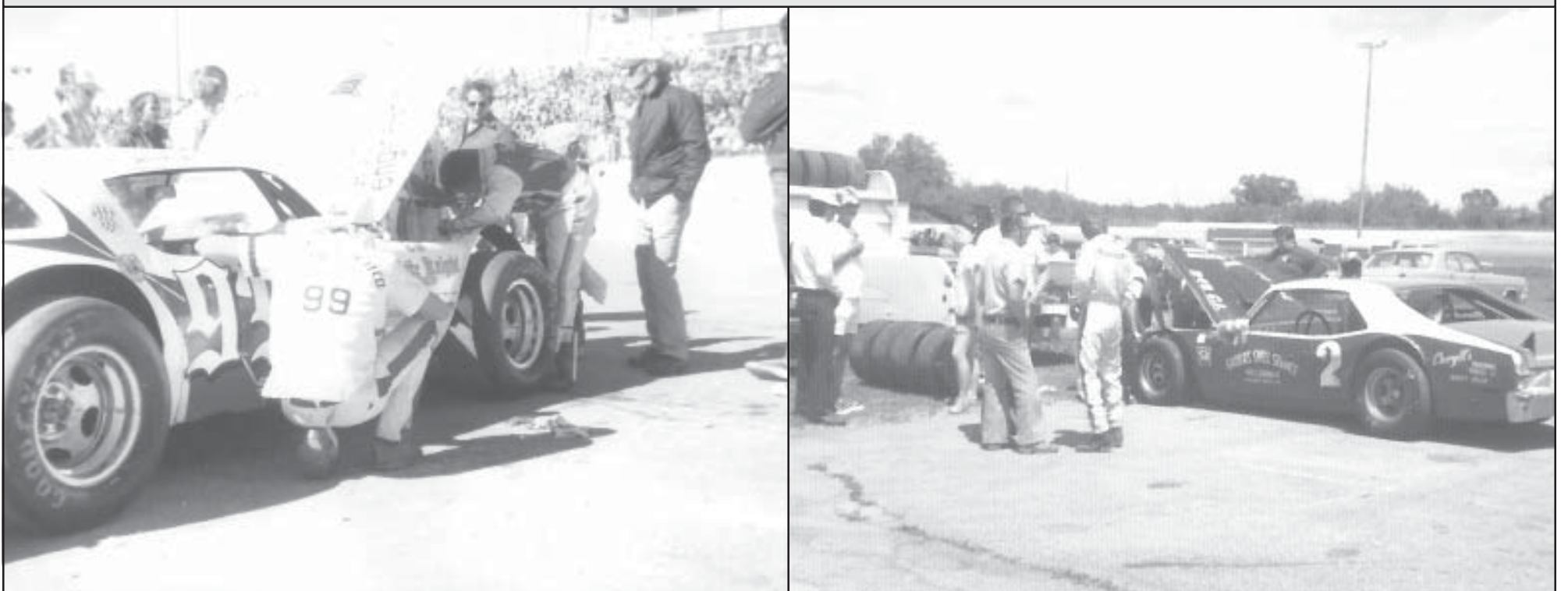
took his 2nd feature win in a row at Lax. Int. Spwy. June 21st. Mike Miller was victorious in the feature at State Park Speedway, June 22nd. Mike Miller stopped a star studded field to win the feature at Dells Motor Speedway, June 24th. Tom Reffner won the super fast feature event at Capital Super Speedway, June 23rd. Dick Trickle held off Mike Miller for the win at Golden Sands Speedway, June 25th. Marv Marzofka won the feature at State Park Speedway, June 29th.

By virtue of setting fast time, Marv Marzofka was declared the winner of the late model feature at Dells Motor Speedway, July 1st. They definitely don't do anything like that these days. Mike Miller won his third straight feature at the Lax. Int. Spwy, June 28th. Dick Trickle won the Elko, MN., Speedway 100 lap feature July 4th. 7,500 screaming fans were on hand for the show. Marv Marzofka won the feature by a 1/2 car length over Mike Miller at Dells Motor Speedway, July 8th. Marv Marzofka was a winner again at State Park Speedway, July 6th. Mike Miller was in victory lane at Golden Sands Speedway, July 9th. Dick Trickle was

gifted with the feature win at Rockford Speedway, Rockford, IL., July 11th, taking the 100 lap ARTGO event win. Dick Trickle driving the newly built Jim Bohmsach Nova won the feature at State Park Speedway, July 13th. Marv Marzofka snapped Mike Millers winning streak and won the feature race at Lax. Int. Spwy, July 12th. Dick Trickle arrived late, Big surprise right, but still won the White race at Wis.

Racing History continued on page 18

Dick Trickle #99, 1977, Pontiac "Fire Chicken" Firebird. Dick Trickle racing on the year and winning in Jim Bohmsach's #2 Chevy Nova.
(Dale P. Danielski photos)



Racing History from page 17

Int. Rcwy, July 16th. Tom Reffner won his 2nd feature at Golden Sands Speedway, July 16th. Dale Danielski reporting. Mike Miller brought his broom to Capital Super Speedway, July 14th setting fast time, winning the fast dash, heat race and feature. Dick Trickle won 5 features during the week starting at Lax. Int. Spwy. July 19th, a 100 lap main at Elko Speedway, July 22nd, both 50 lap features back at Lax. Int, July 23rd, and at Golden Sands Speedway, July 23rd. The Elko win was Trickle's 9th consecutive over the past three years. Tom Reffner is the new Missouri State Champion, winning the 100 lap feature at the Springfield, MO., Fairgrounds Speedway, July 21st. Mike Miller won the State Park Speedway, Mid-season Championship feature July 27th. The race was the debut for Millers new Olds Cutlass race car. Dick Trickle and Marv Marzofka dueled side by side for the last 11 laps at Lax. Int, Spwy, July 26th, with Trickle edging Marzofka for the feature win. Tom Reffner was unbeatable in winning the feature at Golden Sands Speedway, July 30th. Mike Miller came from the back of the pack twice to win the Wayne Carter Classic 100 lap ARTGO event, at Grundy County Speedway August 6th. Marv Marzofka edged Tom Reffner for the feature win at Lax. Int. Spwy, August 2nd. Mike Miller outran the field winning the feature at State Park Speedway, August 2nd. Marv Marzofka won his first feature of the year at Golden Sands Speedway, August 6th. Dale Danielski reporting. Mike Miller stole

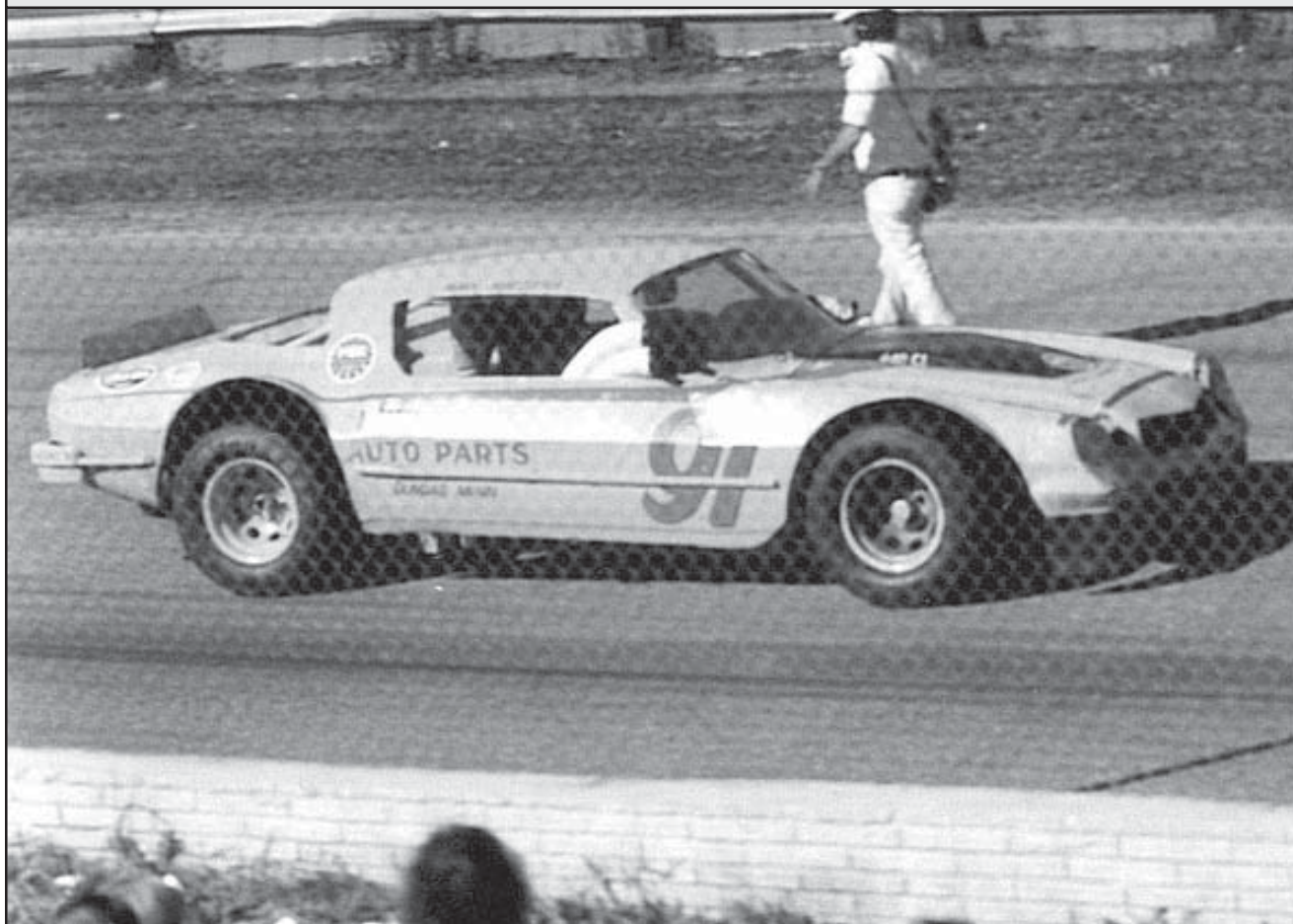
the show from Dave Marcis winning the 75 lap feature at Dells Motor Speedway, August 12th. Marv Marzofka won his 4th feature of the season at State Park Speedway, August 10th. Dick Trickle won the 50 lap feature at Lax Int. Spwy, August 9th. Mike Miller won the 60 lap Blue Race at Wis. Int. Spwy, August 20th. It was Miller's first ever series win at the track. Marv Marzofka swept the program at Lax. Int. Spwy, August 16th, setting fast time, winning the dash and fast heat, capping off the evening with the 20 lap main event win. Mike Miller grabbed the win at State Park Speedway, August 17th. It was the 32 year olds fifth such victory of the year at the track. Mike Miller won the main August 13th at Golden Sands Speedway. It was his 3rd win of the year at the track. Rain forced the cancellation of the feature race at Dells Motor Speedway, August 26th, and again the win was awarded to the fast qualifier on the night. Again! This time it was Mike Miller getting the win. Way to go promoter Larry Wehrs. Tom Reffner outran Marv Marzofka to win the feature at Lax. Int. Spwy, August 23rd. Tom Reffner took the main event win at State Park Speedway, August 24th. Mike Miller took the State Park Speedway 50 lap feature finale August 31st, while Marv Marzofka was crowned season champion. Marv Marzofka was the victor at Golden Sands Speedway, August 29th. Tom Reffner took the late model feature at Lax. Int. Speedway, August 30th, while Marv Marzofka was crowned track champion. Marv Marzofka didn't even need to appear for the last race to win the track championship at Dells Motor

Speedway. Tom Reffner won two legs of the three in the ARTGO Pepsi Monza Championship at Capital Super Speedway, September 1st. With the wins Reffner became the first two time ARTGO Champion. Dick Trickle and Mike Miller won the two 100 lap preliminary feature events at the Minnesota State Fairgrounds Speedway, Falcon Heights, MN., September 3rd. Mike Miller won the All-Star Showdown feature at Golden Sands Speedway, September 9th. Mike Miller won the First Annual Dairyland 150 at Golden Sands Speedway, September 10th. Thanks to Denny Brown of Dairyland Transport for putting up big bucks for the event. Tom Reffner won one of the two 100 lap features in the special Super America sponsored event at Elko Speedway, September 17th. Dick Trickle won his second National Short Track Championship 200 at Rockford Speedway, September 24th. Mike Miller won his second Midwest Championships title winning the feature October 7th at Dells Motor Speedway. For the second year in a row, Tom Reffner won the Busch 150 at Colorado Springs International Speedway, Colorado Springs, CO., October 8th. Reffner's weekend work earned him over \$4,400. Dale Danielski reporting. Dick Trickle won the World Cup 400 at I-70 Speedway, Odessa, MO., October 15th. Mike Miller won his 25th feature of the season taking \$4,000 for winning the 150 lap main event at Mesa Marin Raceway, Bakersfield, CA., October 22nd. Mike Miller took the 150 lap main event win at Craig Road Speedway, Las Vegas, NV., October 29th. The win was worth \$7,000. Dick Trickle took home the victory at Golden Gate Speedway, Tampa, FL., November 5th, as reported by my buddy John Darveau. Mike Miller won the 25 lap feature at New Smyrna Speedway, New Smyrna Beach, FL., December 2nd, in no question, the best looking short track race car.

So again, the final feature win count for the fabulous 4 in 1978, Dick Trickle, 47, Mike Miller, 27, Tom Reffner 22, Marv Marzofka, 19, plus four track championships in the same season. Hard to believe anyone else could squeeze in a win with this guys taking the bulk of it. Numerous high profile wins and championships as well. Ahh, for the grand ole days of racing.

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

*Marv Marzofka #91, four track Championships racing Big Block and Small Block engines.
(Dale P. Danielski photos)*





2026 SCHEDULE

1 Sat, Apr 18
49th Spring Classic
Grundy Co. Speedway

2 Fri, May 22
Late Model Special
Madison Int'l Speedway

3 Fri, June 5
Clash at the Downs XII
Hawkeye Downs

4 Sat, July 18
Hawkeye Hoosier Classic
Hawkeye Downs

5 Fri, Aug 7
Union 464 Night
Madison Int'l Speedway

6 Fri, Sept 18
65th Bettenhausen Memorial
Grundy Co. Speedway

7 Sat, Sept 26
61st National Short
Track Champs
Dells Raceway Park

8 Sat, Oct 10
57th Oktoberfest
LaCrosse Speedway



I.M.C.A.

OLD TIMERS

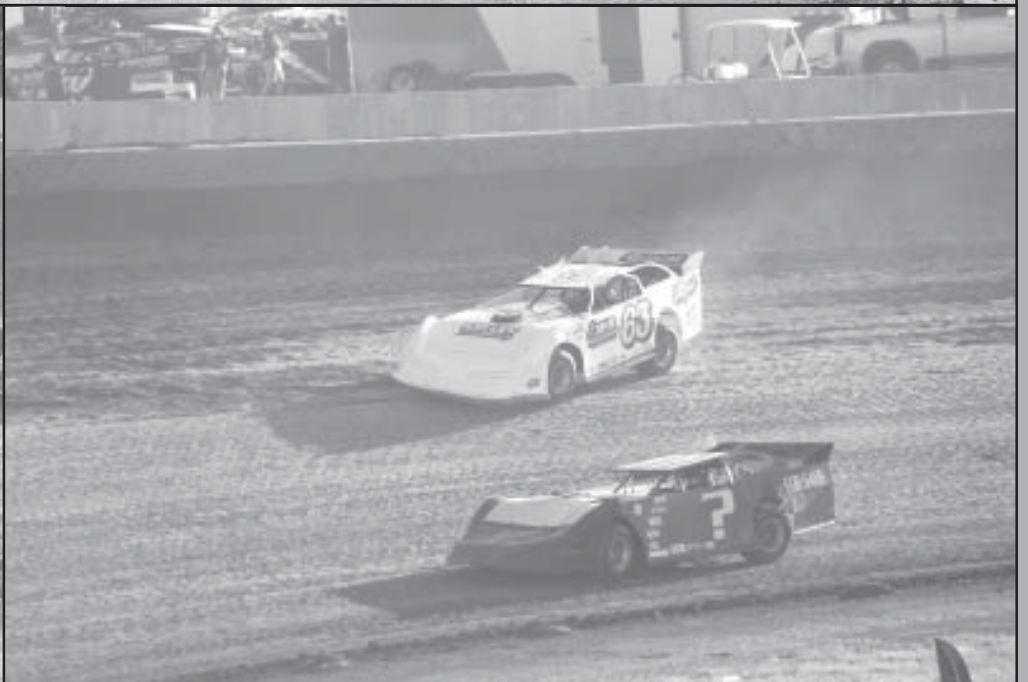
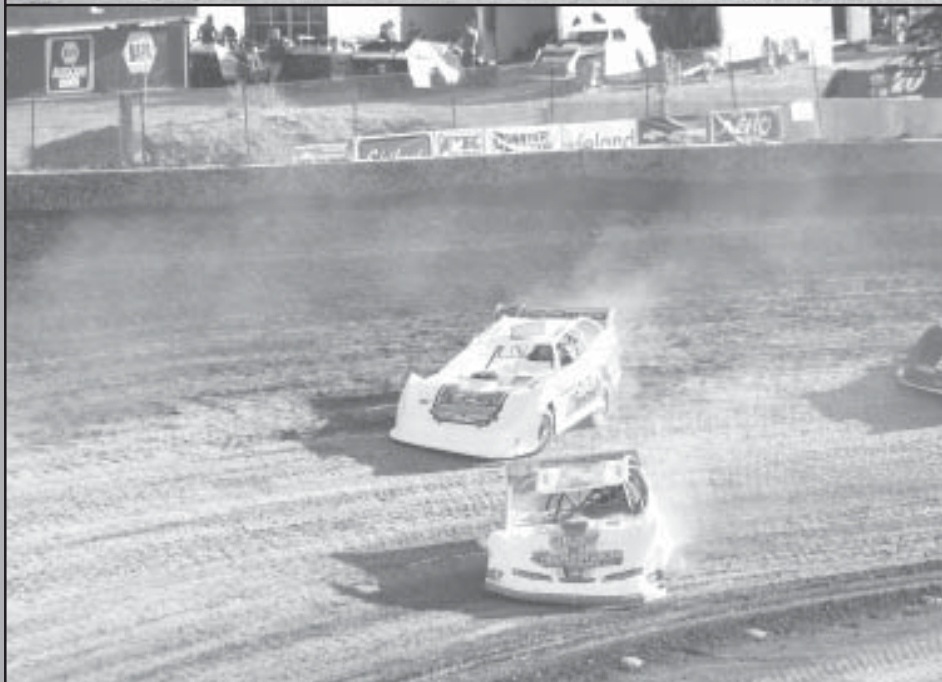
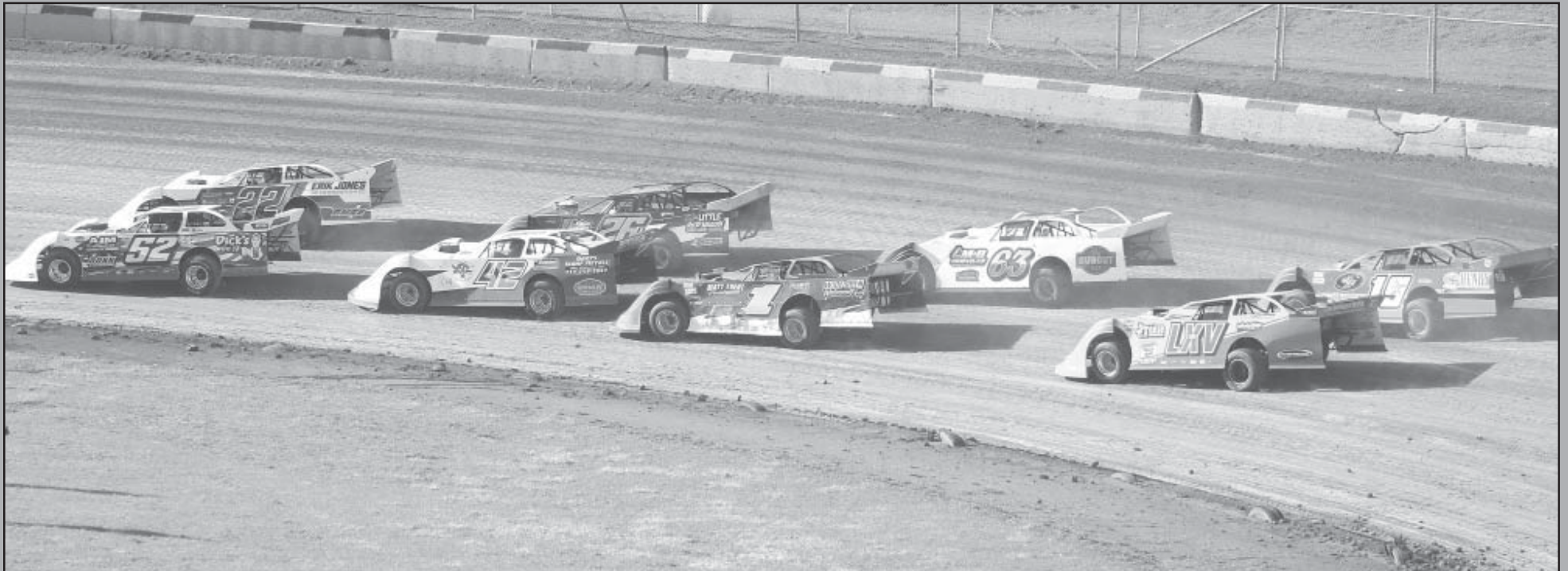
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USRA Late Model Explosion



The USRA Late Model class has experienced tremendous growth in the past few seasons. The 2026 season looks to continue in the same fashion. In the relatively short existence of this division, the class will now have the opportunity to race on a regular basis at several tracks this year. Weekly events are scheduled for Cedar Lake Speedway, Eagle River Speedway and Red Cedar Speedway. In addition to the weekly events, several special events during the season will be hosted by ABC Raceway, Mason City Motor Speedway, Mississippi Thunder Speedway, Ogilvie Raceway, Rice Lake Speedway and Shawano Speedway. It's always encouraging when you see growth in the sport at the short track level.



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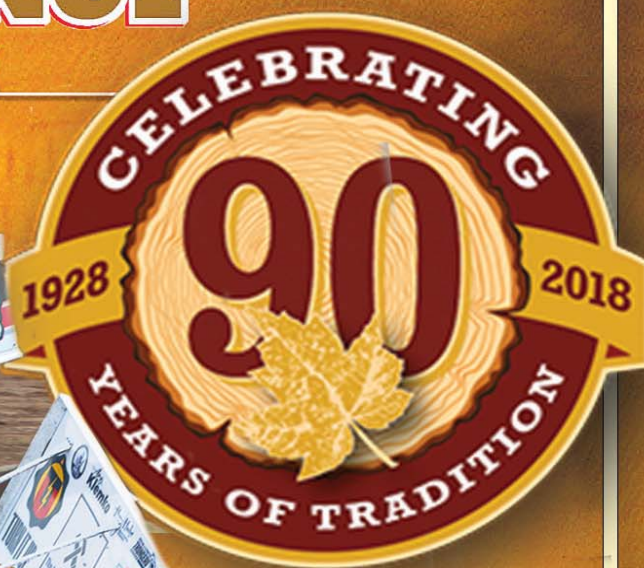
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