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Photo Gallery

June 2026

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Publisher's Note Racing According to Plan



Dan Plan

I have heard and read stories in my younger years where drivers refused to race. Stories like my dad telling me about the days when the Super Modified drivers at Raceway Park in Shakopee raced for "a percentage of the gate" and were not happy with the pay in the late 1960's or reading in library books about the tire debacle at Talladega

Working Together and The Next Generation

Super Speedway when it opened in 1969. I never experienced anything like this in person. I almost thought I was going to. Luckily, in this day and age cooler heads prevailed and everyone worked together to get the show in.

Opening weekend at LaCrosse Fairgrounds Speedway had perfect weather for a season opening show. For some reason, the sealer applied to the weather cracks in the track at the end of the 2025 season were causing that area of the surface to be slippery. Applying sealer to cracks is nothing new at any pavement track, and (as far as I know) has not been an issue in the past.

I have to give a huge props to the team at LaCrosse Fairgrounds Speedway for adjusting their schedule and running all of the quarter mile events first to keep the show moving, while the situation was assessed. The track staff along with drivers and crew members went out and worked on the half mile track while the quarter mile activities took place. Once the quarter mile races were completed, a short practice

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The Midwest

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**THE MIDWEST
RACING CONNECTION**



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session was held and a quick meeting with the drivers to discuss the work they completed. The good news was they decided to race. My gut tells me 50+ years ago, they would have packed up and went home. I'm glad we have a group of racers these days that want to race.

And finally, I'm pretty sure I've mentioned this before, but I'll make a point to mention it again. I'm at the age where the guys that I used to know as kids just getting involved in racing, now have kids racing. I had the chance at the beginning of this season to watch two of these "kids of the kids" run at a couple of the local short tracks. Cam Panitzke (Nick and Morgan's kid) has run several events at Cedar Lake and Red Cedar (along with a birthday trip to Bull's Gap, TN.) Allen Royle (Adam and Joy's kid) started racing Thunder Cars last year and picked up his first career win in the month of May. The future is looking bright for short track racing in the upper-Midwest.



Dan Plan photo



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Talkin' Racin' with Jason



Jason D. Searcy

Eden Prairie Minnesota native William Sawalich is one step closer to his goal of being the first Minnesota born driver to win a NASCAR Cup Series race. Sawalich won his first race in the second division of NASCAR now called the O'Reilly Auto Parts series on Easter weekend on the famed grounds at Rockingham Speedway. Dean Reller and I had the opportunity to catch up with William at Joe Gibbs racing headquarters recently in Huntersville North Carolina. "It's still hard to believe," said Sawalich "A

lot of hard work has been put into that and a lot of years racing, growing up in Minnesota, moving down here to North Carolina in 2021 and to have the opportunity to drive these really cool race cars."

Sawalich is still very young, he is still a teenager until October, but he has come a long way in a very short amount of time. As a youth, he raced at the Little Elko quarter midget track for three or four years, "that is where I spent my weekends growing up, that was my life, it's where I fell in love with the sport," said Sawalich. "When I was there the car counts were

dwindling down a bit, I heard the car counts are back up and that makes me want to come back and check it out."

Sawalich then made the transition to competing in a National level, he travelled with Josh and his son Jensen Vadnais on what was then called the USAC .25 tour for two years. "Jensen was kind of like a driver coach for me, he was in quarter midgets for a year longer, he helped me out a lot and his dad took our cars everywhere."

After some success William moved up to the more powerful motorcycle motored INEX Legend Car division and raced weekly at Elko Speedway. "I got one win in a Legend Car there and I still remember it, Tim Brockhouse was right behind me in the closing laps, it was really cool to race there, it's one of my favorite places to race a Legend Car, I'd love to come back and race at ELKO again later this summer," said Sawalich.

"You have to have good people to help you, you can't do it by yourself, maybe you can but it would be really tough," said William. "Starting out we had no idea what we were doing, we had great people at ELKO including Gordy and Tristan Swanson who helped us out a lot, we are so thankful for those people. I knew Tristan was that talented, we travelled with Legend Cars throughout Wisconsin in 2020 and 2021 when Covid was happening and unfortunately ELKO wasn't open, he would wax everyone nearly every race, especially at the Dells. I know he is still



Talkin' Racin' continued on page 6

Talkin' Racin' continued from page 5

doing the same thing now plus running some Trucks and Supers so it's cool that we both were able to move up and do our own things," said Sawalich.

William then transitioned to the big cars and moved down to North Carolina and raced full time in 2021, "Growing up I tried to do every race possible," said Sawalich "We raced Supers, Pro Late Models, Late Model stocks sometimes three cars on a weekend, I was always super busy in a Late Model trying to learn." William had 13 wins in 2021 on some of the most historic tracks of the South including Hickory, Five Flags, the Motor Mile, ACE, Tri-County and many others. He was named the 2022 MN Asphalt Driver of the year.

He then moved up to racing nationally in NASCAR, William won the ARCA Menards East Series in both 2023 and 2024. He also was able to come back to his beloved home track and race. "It was fun to relive Elko Speedway when we returned to run the ARCA cars. The first year I raced there in 2023 we didn't get the win, we were so close but

couldn't get it done. The second year we were fast and led the whole thing but got taken out by a lapped car," said Sawalich. "I'm like gosh, I've got to win this race, I tried to do everything I could but the car wasn't good at all, it had a little bit of damage." There was a caution flag with less than 10 laps to go in the race but the weather was ominous. "We all thought it was going to rain, I thought if we could get just one more restart I could get them, they gave us a chance on the restart and we got it." The margin of victory was 0.011 seconds, with three cars crossing the finish line together, it was named one of the most thrilling finishes in ARCA racing history as William Sawalich edged Lavar Scott and Kris Wright in a three-wide finish at the line. "It was cool to get it done and then the burnout in front of the home crowd was really special to me," said Sawalich.

2025 was the first year for Sawalich in what is now called the NASCAR O'Reilly auto parts series, he is racing for Joe Gibbs racing in the iconic #18 car made famous by Kyle Busch. He scored 9 Top 10's in a transition year, now he was finally the age to be allowed to race on the bigger tracks, so getting experience on tracks on the downforce tracks and Super

Speedways have been an important step. "My first ever super speedway start was in a Truck with Tri-Con and I ended up getting the pole so, I was scared, I had no idea what to do, it was cool getting the pole and the exposure but really I wanted to start mid-pack to get to learn the air back there but it's really cool in the O'Riley cars, how they draft and there is a little bit of a bubble. Runs come a little harder and you can push a little bit. It's really hard being out front, you kind of see nothing, just a whole pack of angry bees behind you. You honestly look in your rear view more than out front, your spotter will tell you the gaps of the cars and how he's pushing the car in front of you because you can't be on them if they are also on somebody, you have to watch lane changes and what line is starting to form out back," said Sawalich.

2026 has been a good year with the big win at Rockingham making William the first Minnesota born driver to win in the NASCAR National Big Three series. He also has recently scored consistent Top 5

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James Gilbert/GettyImages

Talkin' Racin' continued from page 6

finishes at big tracks like Dover and Charlotte and moved into the Top 10 of the standings.

Sawalich lists many people who he considers as a mentor but he specifically pointed out two former drivers. 2011 Daytona 500 Champion Trevor Bayne and Blake Koch who helps him out as driver coaches. "We go on iRacing and go on the track we are going to next and try some things, they help me in the simulator and give me some notes pre-race." Recent NASCAR Hall of Fame inductee Kevin Harvick is also helping Sawalich "I'm in his management company now, so I learn a lot from him, he obviously has a lot of experience at all the track we go to," said Sawalich.

It was extremely nice for William to take time out of his busy schedule to meet up with us at Joe Gibbs racing, he is truly the type of driver that is easy to cheer for. Look for the #18 SoundGear Toyota when you watch on TV. I would also recommend any race fan to take a trip to North Carolina and tour the race shops while also going to a race at one of the many iconic Local Racing series tracks in the area. We went to Wake County in Raleigh and Caraway Speedway in Sophia, both incredible short tracks. Our experience at the Madhouse Bowman Gray Stadium in Winston-Salem was cut short by rain, but was still fulfilling. It was a trip we thoroughly enjoyed and are planning on repeating again very soon.



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Going in Circles



Charlie Spry

It is always interesting to watch different drivers' styles of racing on any short track. Some push the limits and you notice them more often, running on the ragged edge, swapping grooves, possibly brushing the wall or guardrail, maybe spinning out.

Then, there are others who you hardly notice out there until quietly, they have found their way towards the front. Kyle Neels is one of the smooth ones at the Lafayette County Speedway, in the Sportmod division.

I don't know how many times I have not been paying much attention in particular to him if he starts in the back, but sure enough, pretty soon, here he is, making a threat for a top position. I started watching him more closely after noticing this about him. And he is just as fun to watch as the more noticeable drivers who are more spectacular, if you will.

I had a chance to talk to Kyle about this and other things, as well as his racing history. He noted, "I grew up around the sport. Third generation driver. My Grandfather actually raced here at LCS in the old coupes. My Dad raced as well, so I was exposed to it from the start."

On his driving style, he said, "I have always tried to race clean, keep the car looking good, and earn the respect of my fellow drivers. None of these guys want to fix these things and work on them all week, and I don't want my guys to have to do that, either. It's more fun if we can all work on getting them faster

each week rather than fixing crash damage. I know how hard it is." Respect is another thing that he learned early on, saying, "I learned growing up that you need to give respect to others to get respect. I think that is still appropriate today. I try to be considerate of my fellow racers."

Kyle got his start at the now long gone Freeport Raceway Park, his hometown, back in 2008. He did well right off, saying, "I started right out in a Modified. I think that I finished seventh or eighth in my very first feature race, out of about twenty cars. I did not start out in a four cylinder or anything like that, but what helped me was that I had all of this family experience to help me out and point me in the right direction."

After Freeport closed down he did not quite know where to go. "I just kind of bounced around from track to track, Farley, Maquoketa, here a bit. I tried racing an IMCA Late Model for a bit. In 2018 I started racing here a bit more in the Mod. "This will be my fifth year of racing steadily here." One thing that he is proud of is that he got a chance to take the car down to Bristol and race there. "There were 150 cars there. It was pretty cool to be a part of that," Said Kyle. What wasn't so good is what he brought back home. "The car was absolutely destroyed. It was pretty much a "U" shape when I brought it back," Said Kyle.

He keeps the car looking sharp as well. What is a bit unusual nowadays is that his car is hand lettered. "I like the look of it. The numbers are vinyl, but the rest is the old school paint by Jonny Spellman, of Dixon, Illinois." Another thing that he does that is old school is his tow rig. A pickup truck and an open trailer. No high dollar stuff there.

Throughout his career here at LCS, he has run very well but has yet to get that elusive first feature win here. "I have finished second and third quite a few times, just never quite got the win. There are a lot of very good drivers that race here weekly." Kyle did say that he has won three features at Freeport, which will forever be in the record books.

Kyle does have several sponsors which help him to do what he likes to do. Those include Area tree service, Forreston car sales, All American cleaning, Family affair restaurant, Auto repair specialists, Gone Postal shipping, DTR enterprises, Bullet-proof concrete coatings, BK concrete, and Quinn construction.

So, if you go to Lafayette County Speedway, watch for the #77 Sportmod. He probably will not dazzle you with his out of control slide jobs or brushes with disaster, but you will see a very competent and smooth racer that just appears out of nowhere near the front of the pack at the finish.

Hoping to see that first feature win here soon! If you get a chance to talk to him, you will find he is very personable and friendly.

Also, recently talked to veteran racer, Scott "Chico" Riedner. Now, Scott has raced for many years and there are few divisions racing in which he has not competed at least once. Now, he can add the crown vic. class to his list, as he decided to have a little fun in the low dollar division.

Scott started his racing career back in the mid-1980's, as he got caught up in the full size car enduro events that took the racing world by storm. The enduro class soon morphed into a class of oval trackers based on these cars, commonly called street stocks or something similar. So many of these cars were raced that I remember them having eight heat races of them nightly at the old Columbus 151 Speedway (hard to imagine, now!).

Besides the full size enduro car, he has also raced on the asphalt side of things in the aforementioned street stocks/road warriors, sportsman cars, limited late models, super late models, MisFitz class in a Midwest truck, bandit class, 4 cyl. enduros, hobby stocks, and has competed in tournament of destruction events. On the dirt side, he has competed in street stocks, IMCA sportmod, Crown Vic., and once each in Legend car and grand national.

Not only has he competed, but he has been a constant threat to win in all of them. He can claim championships on the asphalt at Dells in 1998, MIS half-mile in 2001, Columbus in 2001 and 2008, MIS quarter-mile in 2006, Jefferson in 2006, 2007, 2009, and 2010. On the dirt he can claim titles at Beaver Dam in 2013 and 2014.

Why a Crown Vic.? The cost. "I just keep doing what I can afford to do. If I didn't, I would have been gone long ago," Said Scott.

Another generational family, his Sons Brandon and Kyle both race, and Grandson Easton is also an up-and-comer. This family lives, breathes, and eats racing. No matter, dirt or asphalt. Seems to be a common thread with racing families, doesn't it?

Quite a few drivers changing divisions or doing double duty this year here. Four cylinder racer Noah Krahenbuhl will be wheeling a Sportmod part-time this year, given the opportunity after a couple of track championships and several feature wins in four cyl.. He will still be racing the four cylinder car as well. He did well on his first night out in the Sportmod, started in the back, kept up with the field, and even made a pass.

Another former four cylinder class racer making a similar step up to the Sportmod class is Tylor Henneman. Tylor is racing a car that he has been putting together for over a year, but ran into mechanical trouble on test and tune day, but says that he will be back as time and finances allow.

Blaise Watters is racing his Hobby Stock and is also driving a Lafayette Late Model, doing very well in both. He was a top runner in the hobbies last year and is just the same this year, plus doing double duty with the late model, and doing very well indeed. this driver



Charlie Spry photo

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is not the least bit intimidated.

Another four cylinder racer stepping up is Jonathan Walton. He is racing an older Hobby stock that had formerly been raced by Chuck Emery. He spent last year getting the hobby together, and now is concentrating on getting used to a vastly different car. He is starting at the rear of the field as he gets familiar with the car and division. You can see him gaining speed and confidence each week. He still may also race the four cylinder this year, but wants to focus on the hobby right now.

Ross Crist has sold his fast little four banger and is now racing in the new Crown Vic class. Here, Dubuque, Maquoketa, you name it.

Of note early in the year, Ashton Foley recently recorded his first ever feature win in the four cylinder class, pulling away to the victory over Cole Ferrell, which does not come easy. Braxten Kent also got his first race win ever, taking a heat race win. Braxten kept the flag given to heat race winners to either keep or present to kids that line the fence. Braxten kept his flag, and I would have done

the same. You only win your first race once in your career!

Took in the Memorial Day weekend show at the Madison International Speedway to kick things off on Friday night. The Big Eight late models headlined a very competitive show.

The field was not huge, but it made up for it in the quality of competition. Very good feature race, as Michael Bilderback pulled off a slick move to slip to the inside of leaders Bobby Wilberg and Jeremy Miller, who were already side-by-side coming off the second turn. Pretty much unheard of to move to the inside on this pair and come off with the lead, but Bilderback was able to pull it off. From there he outran Miller and Jake Gille, who made a last lap pass on Wilberg to gain the spot. Fun race to watch!

I usually am not really a big fan of the Bandolero division, but tonight they changed my mind. Very good field of cars that raced hard and did not have many cautions. These cars and drivers seemed to be matched with the quarter mile track here very well. Oliver Weinkauff made the pass on Ryder Robinson to get the win. A couple of very familiar racing names here. Was fun to watch Emily Billings come through

the pack not once, but twice, as she had to start in back after an early caution. She did a great job and I found my eyes glued to her racing efforts, as she came back to finish third. A few more laps and who knows?

The 602 Late Models feature had few dramatics, as Bobby Wilberg was pulling double duty and jumped to the lead early, taking the win.

Waylon Robinson won what I would guess was his first race win in this division here when he won his heat race. Waylon also races a Hobby Stock at Jefferson and the Dells, and came very close to winning the track title at Jefferson last year and won the title at the Dells. In the off-season he also plays basketball at Parkview High School, where he will be a senior in the fall. Getting the opportunity to race for veteran Rick Coppernoll in the 602, he jumped at the chance. He is the son of longtime racer Jimmy Robinson, who has always been a prolific winner wherever he raced.

The Legend cars also were on the card, with Lincoln Cain taking the win over Cael Slater and Bentley Thompson.

Charlie Spry photo



Vintage Action



The IMCA Oldtimers and Northern Vintage Stock Car Racers (NVSr) held a joint event at Cedar Lake in the month of May. A large group of full body and open wheel cars were on hand. Having them in black and white almost makes it look we went back in time for the weekend.

race car heart by: RS



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THE MIDWEST RACING CONNECTION

Photo Gallery



*Dave Stone in IMCA Oldtimers action at Cedar Lake
(Brewster Baker photo)*



*2025 Elko Champion Chris Marek had an early season win in 2026
(Dan Plan photo)*



*Ty Majeski and Grant Griesbach battle for the lead at Slinger
(Doug Hornickel photo)*



*3-wide ASA Midwest Tour action at Jefferson
(Doug Hornickel photo)*



*AJ Diemel in Modified action at Red Cedar
(Junior Jackson photo)*



*The late Tom Reffner with a win in the Mercury Mind Stomper Comet
(Jim Cleveland photo)*



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Dangerous Dan



Dan Margetta

This month, I was set to tell you about all the races I attended and ran a camera for this month from the ASA Midwest Tour Opener at Slinger Speedway where Ty Majeski dominated and the Joe Shear Classic the following week at Madison International Speedway that was won by the “unretired” Austin Nason. I was going to talk about Slinger’s first Super Late Model Triple Crown race once again dominated by Majeski and the IRA Sprint Car event at the Plymouth Dirt Track where my first of six opportunities to work on the streaming team resulted in an excellent photo finish in my viewfinder as Scott Neitzel

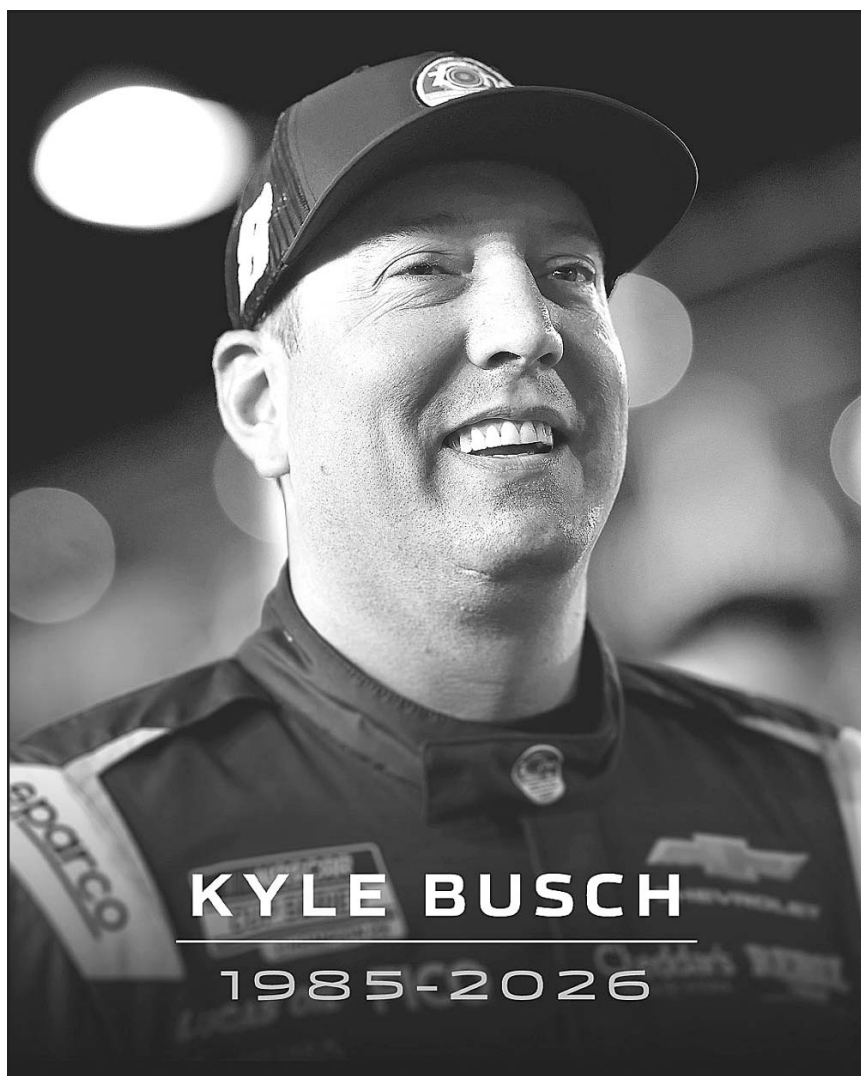
edged Paul Nienhiser with a last lap pass coming to the checkered. I was set to write about Pauly Shafer’s refreshing genuine win at the ASA Midwest Tour Jefferson Speedway race and Alex Prunty’s big Slinger super late model win on Fireworks night and finally Gabe Sommers Memorial Day victory at Golden Sands Speedway in the Trickle 99. But all that went by the wayside with the gut punch like news that NASCAR had lost one of its greatest drivers in Kyle Busch to a sudden illness. It didn’t seem real that “Rowdy” who had been a staple in the racing community for nearly two decades was actually gone and that the cause was a medical issue and not a racing accident made it that much harder to comprehend. Kyle shared a deep passion for racing and whether you cheered for him or not, deep down we all share a connection with him because of that and in time the sheer magnitude of his loss will be realized. We’re all devastated for his family who were the only ones that really knew him and it was comforting to see the whole racing community rally behind them. The rest of us are left with memory snippets to remember him by and what follows are a few of mine. Most of them are small trivial events in the big picture but for some reason or another they stood out to me and are filed in my memory bank.

I first heard of Kyle Busch from ASA friends who were excited he was about to run some races in the series because NASCAR changed the rules for competing in the Truck series as at 16 years old, he was too young to race major NASCAR series and had to wait until he was 18. Everyone had the same

sentiment that if you thought Kurt Busch was good, wait until you see his brother. While I heard the stories, such as the bowling ball in the ceiling in Stoughton, I wasn’t at those events and the first race that I really remember seeing him race in was the NASCAR Busch Series event at Charlotte in 2003 where he made his debut in the #87 DiTech car. He finished second that day and the reason I remember it is because he was the only driver to stay out on old tires was a sitting duck when Matt Kenseth blew by him on new tires to win the race. I was at his NASCAR Cup Series debut in 2004 at Las Vegas where he drove a #84 Hendrick Chevy sponsored by CarQuest. Being it was his hometown track, there was a lot of fanfare around his start and I was sitting in the grandstands off in turn four right about where he smacked the wall on lap two. He hit it again a few laps later and ended the day in 41st place and I remember the day because once again Matt Kenseth won and it was the only time I got to go to NASCAR victory lane. He drove full-time for Hendrick in the #5 car the following

year and made his first appearance in the Slinger Nationals driving one of Rich Loch’s cars. Kyle was #5 and Rich was #55 and I’m not completely sure but I think that might have been the year the lift gate got stuck on the hauler which made it an adventure to get the cars unloaded. I’ll have to ask Rich Loch when I see him at Slinger if that was the year that Kyle raced his car. He raced the Slinger Nationals again in 2007 and 2008 and I saw him get Kyle Busch Motorsports first super late model win at Wisconsin International Raceway in 2007. He also showed up with his super late model at the Milwaukee Mile in 2008 and handily beat Matt Kenseth in the All Star 100.

In 2009, Kyle Busch raced in what is now the NASCAR O’Reilly Auto Parts Series (It was the Nationwide Series back then) at the Milwaukee Mile and I helped out with driver introductions. One of my “jobs” was to make sure the drivers were lined up in order behind the stage for the introductions. While they were lining up, members of the Green Bay Packers were kicking footballs into the grandstands and when the PA announcer mentioned the Chicago Bears, a cascade of boos rained down from the stands. Kyle wasn’t paying attention and when he heard the boos, he thought they had introduced him (he got a lot of flack from the fans because he won so much and was used to hearing the boo birds) only this time they were booing the Bears and not him. It was a bit embarrassing but comical when he had to turn around and go back behind the stage because it wasn’t his turn yet and I really had to work not to laugh because I really didn’t want to make matters worse. Kyle finished second to Carl Edwards that night and still had to fly back to California after the race to run the Cup race at Sonoma the next morning. We could tell he wasn’t that pleased with the second place result in the media center afterwards and it was kind of tense because no one wanted to ask a question because we all knew a terse response was coming. Finally, well-known Milwaukee sportscaster Lance Allan took one for the team and asked why he seemed so disappointed with a second-place finish. Kyle began the answer with “Well Duh” and promptly explained that he came here to win. When Kyle finished and left the media center, I think everyone in there made it a point to direct a “Well Duh” towards Lance and we all had a good laugh. In fact, in 2015 when I was at Homestead after Kyle Busch won his first championship, right as the checkered flag fell, I received a text from Lance that simply read “Well Duh”. Later in 2009 when I was at Homestead with a co-worker from my regular job, we got invited to a race party at the Miccosukee Casino through Johnny Sauter’s team. The casino sponsored Sauter and the party had all the drivers sponsored by the casino including Kyle Busch and Brad Keselowski. The country band The Kentucky Headhunters played and there was some dude who wrestled an alligator, so it was quite a party. You could take pictures sitting on the alligator after it was



KYLE BUSCH

1985-2026

Dangerous Dan continued on page 16



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Dangerous Dan continued from page 4

tired out but there was no way I was doing that as that thing would've probably woken up and had me for lunch. Anyways, there was an autograph session, and I normally don't like doing the autograph thing, but my co-worker's girlfriend (now wife) had two kids and since we needed two autographs, I had to get in line and get one from the drivers so both kids could have one. When we got to Kyle Busch he signed the card, looked up, and asked if I liked the weather down in Florida better than Wisconsin this time of year. I kind of floored me that he knew I was from Wisconsin and while I really don't think he knew who I was, my face must've looked familiar enough to associate me with Wisconsin, and it impressed the hell out of my co-worker.

Kyle Busch came back to run the Slinger Nationals again in 2010 and I remember him running a lot of laps in practice and going through a lot of tires. In the Nationals, I remember him having quite a battle with Dennis Prunty near the halfway mark and then on a final restart with nine laps to go, Busch suffered a flat tire and exited the speedway. Ed Cluka was standing on the roof with me and on the video you can hear him yelling "He'll (Kyle) never come back." The next week at Indianapolis, I was in the media center and someone asked Kyle about that video and if he would go back to Slinger and his answer was along the lines of why wouldn't he as it just made him want to win the Nationals more. I was thinking "how cool is that?" he actually watched my video and he did come back the next year and won the Slinger Nationals. I did actually ask him to autograph a hero card for my niece who was five at the time because he was her favorite driver. He autographed the card and even personalized it which was pretty cool. She's going to be 20 in a few weeks and still has the card. He came back to the Milwaukee Mile in 2013 for the Howie Lettow Memorial super late model ASA Midwest Tour race on a Tuesday night. I worked the radio broadcast and one assignment I had was to get all the drivers on tape stating their name, car, and hometown for the starting lineup. The radio station wanted to have each driver announce themselves for the lineup

which would be played during the broadcast. The last driver I had to get was Kyle Busch and he was standing by his car with a scrum of media reporters standing off to the side all wanting to talk to him but all afraid to approach him. Kyle asked what I wanted and I told him I had this corny assignment to get all the drivers on tape announcing themselves for the starting lineup. He did it without hesitation and was really cool as we laughed about the media mob waiting off to the side. Kyle Busch won the race that night and this time during the burnout and of course the signature bow, there were more cheers than boos. I really liked the burnout and bow routine and I loved the way he

played to the fans whether they cheered or booed. I cracked up when he did the crying eyes gesture at Chicagoland and personalities like him make racing fun. I wrote a column in 2012 for the Racing Nation site after he won the Clash saying everyone should appreciate Kyle Busch and what we were all witnessing him do. Talents like Kyle Busch are one of a kind and there will be a huge void in the racing world with his passing. Sometimes the racing family angle can seem cliched but then when a tragedy such as this unfolds we all realize the motorsports community is one big family and together we'll support his family and honor Kyle Busch's memory as we race on.



BIG 8 Late Models
2026 SCHEDULE

1 Sat, Apr 18 49 th 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 65 th Bettenhausen Memorial Grundy Co. Speedway
7 Sat, Sept 26 61 st National Short Track Champs Dells Raceway Park	8 Sat, Oct 10 57 th Oktoberfest LaCrosse Speedway	

Racing Nuggets



PJ "Jacklyn" Nuttleman

I'm struggling to wrap my head around how many deaths we've experienced in the racing community in the past couple of weeks. And even more deaths in my own local circle.

It's weird, isn't it?

Obviously, the biggest shocker to everyone was the sudden death of Kyle Busch. I'm still wrestling with that one. How does that even happen? Google will tell you that bacterial pneumonia CAN be fatal. But how does it get that bad for a guy who allegedly had access to top healthcare professionals? I'm dumbfounded.

In the days and weeks leading up to his death, Busch appeared to be battling what initially seemed like a routine illness. People close to the situation reportedly believed he had some form of sinus infection or severe cold. Despite feeling unwell, Busch continued racing, traveling, and participating in team activities through much of the month.

One of the key moments that hinted at severity lurking happened during the NASCAR weekend at Watkins Glen International on May 10th. Busch still chose to compete, although reports afterward suggested he was visibly struggling physically during the race. According to accounts later published by media outlets and as I heard it myself on his scanner via the NASCAR app, he radioed his team, asking for a doctor to meet him after the race, and requesting "a shot" to help him feel better.

Exactly what that injection was has never been publicly confirmed. No official medical report, family statement, or NASCAR release identified what type of shot he received. Public speculation ranged from a corticosteroid injection to antibiotics or another type of symptom-relief medication, but none of those theories were verified. What is confirmed is that Busch was actively trying to manage his symptoms while continuing to race. No surprise for a guy who was a literal Ironman of competition, who also seemed to carry a chip on his shoulder, striving to always be the best.

Hello Darkness, My Old Friend

Beyond that injection, very little was officially disclosed about the treatments he may have been using. Some reports suggested he believed he was simply dealing with a lingering sinus illness or respiratory infection. Online discussion speculated he may have been taking common treatments such as antibiotics, steroids like prednisone, or over-the-counter cold medications, but again, no confirmed medical records were publicly released.

I'm curious why no one ever thought to have him do an IV vitamin C infusion early on when the situation was persistent and not improving. Sometimes the simplest and most cost-effective remedies can be the ones that produce the best results.

Even while sick, Busch remained highly active in NASCAR events. On May 15, he competed in the NASCAR Craftsman Truck Series race at Dover Motor Speedway and won. To many fans and observers, that victory suggested he might have been recovering, or at least managing the illness well enough to continue competing at a high level.

Just two days later, on May 17, Busch also participated in the NASCAR All-Star Race at Dover, finishing 17th. However, later reporting suggested he still looked physically unwell throughout the weekend.

He continued to participate in off-track events as well, bringing his son, Brexton, on Tuesday, May 19th to help Mario Andretti launch his indoor go-kart track facility in Durham, North Carolina. They raced go-karts and signed autographs. No one must have realized he was gravely ill.

As a wife to a man who also pretends that illness is no match for him when there's racing work to be done, I can fully understand Kyle Busch's drive to keep on keeping on. In a sick and twisted way, it's a testament to his drive to be successful. But seriously, what a cost to pay.

His symptoms were apparently becoming more serious. Reports later indicated that what may have started as a sinus-related illness eventually developed into bacterial pneumonia. Over time, the infection progressed into sepsis — a dangerous body-wide response to infection that can lead to organ failure.

The situation became critical on May 20 during a Chevrolet simulator and testing session in Concord, North Carolina, as Busch prepared for the Coca-Cola 600 race weekend. During the session, witnesses reportedly noticed Busch experiencing significant breathing problems, overheating, and severe coughing. According to a 911 call later described by media reports, Busch was coughing up blood and appeared close to passing out. His body was shutting down.

Shortly afterward, he became unresponsive and was transported to a Charlotte-area hospital.

On May 21, Busch's family initially announced that he had been hospitalized with what they described only as a "severe illness." Later that same day, NASCAR, his family, and Richard Childress Racing confirmed that Kyle Busch had died at age 41.

According to the autopsy report, it stated that bacterial pneumonia had progressed into sepsis, which

then triggered widespread clotting complications, organ failure, and hemorrhagic shock. The tragedy was so shocking because Busch had continued racing and appearing publicly almost until the very end, making the rapid decline seem sudden to many watching from the outside.

Social media was filled with images of people sharing their photos and stories of their interactions with Busch. I reserved my one significant story for this column.

My husband, Toby, and I were lying in bed one morning when the phone rang. He didn't recognize the phone number, but it was from the Charlotte, North Carolina area. He answered it. I didn't think much of it at the time, as Toby talks racing with a lot of people.

But when he started talking about his style as a crew chief and the things that are important to him, I realized this was a serious phone call. When the talk moved to the Snowball Derby, I could tell from the end of the conversation that he was on the phone with Kyle F*cking Busch. This was around the time when Busch was making some changes to his KBM operation. He was seeking a new crew chief and was interested in chatting with Toby about the opportunity.

Toby, who doesn't care about basic phone etiquette, went to the bathroom and began his morning bowel-movement ritual while STILL on the phone with Busch. I was horrified when my husband, seated on the porcelain megaphone, emitted a staccato eruption of flatulence, which was amplified tenfold. Toby never missed a beat in the conversation. He just kept talking like it was no big deal. I was dying of embarrassment in the adjacent bedroom.

Toby eventually steered the conversation toward whether Busch had ever considered putting Ty Majeski into one of his KBM trucks. I think that was when Busch realized that Toby would never be able to fully engage with another competitor in super late models if Majeski was in the same race. At least that's what I told myself, why the call ended up fruitless for Toby. Surely it wasn't him sitting on the crapper the entire conversation, was it?!

At any rate, all ends up the way it's supposed to, even if we don't understand why things happen. There's a poem called "The Weaver," which is a very old-timey piece. The gist is that God is the Weaver, creating a beautiful tapestry with threads of gold and silver among the other colors. He is weaving it from above, so for us down on earth, all we see are the snarls of thread knotted and hanging haphazardly. However, the tapestry's gorgeous imagery can only be seen from above, on the other side.

Life is like that sometimes: A snarl of threads, some dark and knotted, sometimes we catch a glimpse of threads of gold and silver. Don't hate the dark knotted ones. They make the gold and silver threads shine brighter. As painful as it sometimes is, we need darkness to fully appreciate the light.

Godspeed to Kyle Busch and all who have passed from this earth. May perpetual light shine upon them.

Racing History



Dale P. Danielski

With rockets blasting, missiles flying and astronauts making laps around the moon, let's take a look at the 1969 racing season, which is when we first landed a man on the moon.

With the all new Golden Sands Speedway, Plover, WI., going into its third season of operation, drivers decided it was time to boycott the track! Safety issues came up, and agreement could not be reached by racers and promoter Sam Bartus, so it was off to the recently closed Griffith Park Speedway, Wis. Rapids, WI., for some Central Wisconsin Racing Association group racing. The first event held there was on Sunday night, July 13th, with Sonny Immerfaul besting a 14 car field in the 35 lap feature. Ron Beyer, Marv Marzofka, Jim Sauter and Delmar Kemnetz followed. 62 cars participated with 1,500 spectators viewing. On July 20th, the day, good old USA landed on the moon, it was Don Rodah, in his 1960 Ford, putting "Space" between himself and the field winning the 35 lap feature. Those orbiting behind were Dick Severson, Dean Spohn, Jim Sauter and Jim Back. Tom Jensen in his 1960 Ford won the semi-feature, with Ron Waskowiak taking the



consolation race. Ron Beeman, Buck Linhart, Ed Colby and John Brevik were heat race winners. An excellent crowd, taking up a lot of space in the grandstand witnessed the action. Dick Trickle was up to his old tricks winning the April 13th, 1969 feature at the pre-strike Golden Sands Speedway. Jim Back, Marv Marzofka, Tom Reffner, Billy Wirtz and Marlin Walbeck followed. Marv Marzofka took the feature win at Golden Sands Speedway, April 20th. Jim Back, Marlin Walbeck, Tom Reffner and Rich Somers, Somers with one M, were next. Denny Renner took the season opening feature race at the Adams Friendship Speedway, Adams Friendship, WI., May 9th, Lyle Nabbefeldt placed 2nd followed by Floyd Fairfield, Ron Beeman and Buck Linhart. Drivers apparently had their engines set up to run at rocket speed as Glen Zant, Willie Hammond, Doug Hammond and Bob Collins all blew theirs up!



The first ever scheduled race, May 18th, at the enlarged to 1/2 mile Capital Speedway, Oregon, WI., which brought much excitement to race goers throughout the State, was rained out! The new \$150,000 speedway did have their opener, on Sunday afternoon, May 25th, with one of those Keokuk Iowa, Komets stealing everyone's thunder, Ramo Stott winning the 40 lap feature. Joe Shear and Jim Back were 2nd and 3rd. Columbus 151 Speedway, Columbus, WI., held their opening race of 1969 on Sunday afternoon, April 13th. Duane (Snoopy, shoot me to the moon Charlie Brown) Walch was the victor in the main event, driving a 1966 Chevella. On Sunday afternoon, April 27th, it was not John McNamara winning the feature at Columbus 151 Speedway. The rain did. On May 4th he won though with Dick Durest and Bill Retallick trailing. Ron Waite took the win at Tomah-Sparta Speedway, Tomah, WI., June 8th in his 1957 Chevy. Les Katzner and Ron Baieral followed. Dan

HISTORIC VALUES

HISTORY THAT NO LONGER REPEATS ITSELF



Prziborowski battled to the win in Late Model action at Elko Speedway, Elko, MN., May 4th in front of 3,000 fans. Norm Setran lost the race by a couple feet. Dents didn't delay Nelson Drinkwine as he won the 30 lap feature for semi-late models at Golden Sands Speedway, May 4th. Some thought there may have been a bad moon rising, as Drinkwine survived three crashes to win in the Dick Trickle owned 1966 Ford. Drinkwine took the win in his battered race car over

Marlin Walbeck and Tom Reffner. Marv Marzofka took the 50 lap feature win at Dells Motor Speedway, Wis. Dells, WI., May 29th. Dick Trickle won the season opener at KK Sports Arena, Kaukauna, WI., May 24th in his 1969 Ford Torino. Following Trickle in the 30 lap feature were Johnny Champlin, Eddie Hoffman, Marlin Walbeck, and Ed Hume in his Hemi Dodge. Don Grant won the semi-late model feature at North La Crosse Speedbowl, La Crosse, WI., May 24th. Larry Anderson and Dale Walworth finished behind the 1955 Chevy driver. Lyle Nabbefeldt driving Dick Trickle's 1966 Ford Fairlane, (Now we know how good that car is.) won the feature at Golden Sands Speedway, June 15th. Jim Back won the 50 lap feature at Capital Speedway, June 20th. Marv Marzofka and Dave Field were 2nd and 3rd at the stripe.

Lyle Nabbefeldt won the feature at Dells Motor Speedway, June 20th, and you guessed it, on a new moon night, in Dick Trickle's fast race car. George Thornton and Jim Back chased Nabbefeldt in vain. Ken Pancratz took top honors in the 50 lap feature at KK Sports Arena, June 28th. Ev Fox, George Giesen and Rich Somers were behind. Marv Marzofka decisively dominated feature action at KK Sports Arena, July 12th, winning the 50 lap feature in his 1967 Mercury Comet. Tom Reffner won the 30 lap feature at Capital Speedway, July 18th. Jim Back, Marv Marzofka, John Ziegler and Eddie Hume trailed at the finish. Dick Durest edged Ed Hume for the main event win at Jefferson Speedway, Jefferson, WI., July 19th. And Don Rodah was still the official winner of the feature at Griffith Park Speedway, July 20th, as Neil Armstrong and Buzz Aldrin continued walking on the moon. Dave Field won the Holiday 100

Racing History continued on page 19

Racing History from page 18

at Dells Motor Speedway, July 3rd he outdistanced Marv Marzofka, Lyle Nabbefeldt, (still in Dick Trickle's car, he finally lost.) and Jim Back. Jerry Smith won the 150 lap Firecracker Classic feature at KK Sports Arena, July 6th. Gene Marmor, "Smilin" Clyde Schumacher, Rich Somers, and Bobby Wawak finished behind in that order. Jerry Smith finished 10th, Wait a minute, Jerry won and finished 10th? Actually in 10th was who later became J.J Smith, because of the obvious confusion with both racing against each other with the same name. Joe Shear topped Eric Johnson in the main event at Hugh Deery's Rockford Speedway, Rockford, IL., July 5th. Jim Back won the weekly finale 50 lap feature at KK Sports Arena, August 14th. Rich Somers, Marv Marzofka, Bob Kleinschmidt and Tom Van Dreel gave chase. In the Late Model vs modifieds show at Capital Speedway, August 21st, it was Dick Trickle putting down all comers winning over Don Schuppel, John Ziegler, Tom Anderson and Jim Back. On August 29th, Jim Back put down the field at Capital Speedway, August 29th, winning the 50 lap main over Kato Theison, Tom Reffner, Fred Bender, John McNamara and Bill Schmid. On Saturday, August 9th, Evans Larson won the feature race at Dells Motor Speedway, over Homer Spink, Dave Field and Jim Sauter. On August 1st, Marlin Walbeck scored a last lap feature win at KK Sports Arena. Following him after 50 laps were Ev Fox, Mike Brown, Marv Marzofka and Rich Somers. Marv Marzofka topped the field August 6th at North La Crosse Speedbowl. In pursuit was John Brevik and Jim Back.

And, as I mentioned earlier, drivers protested racing at Golden Sands Speedway, in 1969, closing it for several weeks. Sam Bartus got it re-opened without Central Wisconsin Racing Association support, even going so far as to bar the group along with



officials Clem Droste and Dave Field from stepping foot at one of his tracks forever! Golden Sands did re-open and held an event August 10th with a less than stellar field on hand. John Brevik was the feature winner followed by Sonny Immerfaul, Rich Somers, Willie Reinwand and Paul Christenson. Sonny Immerfaul won the feature on September 7th at Golden Sands Speedway which ended the season there. Griffith Park was racing and Jim Sauter was the winner on August 10th. Meanwhile with racing having taken place while astronauts were landing on a blue Moon at Griffith Park Speedway, folks were now wondering, "If we can land on the moon, why not attempt a trip to Mars? After all it would only take astronauts three years, and nine months to get there. Once planets aligned, another 16 months waiting to make a return trip. That hasn't happened yet, and Griffith Park is no longer either, buried in tons of dirt just south of Wisconsin

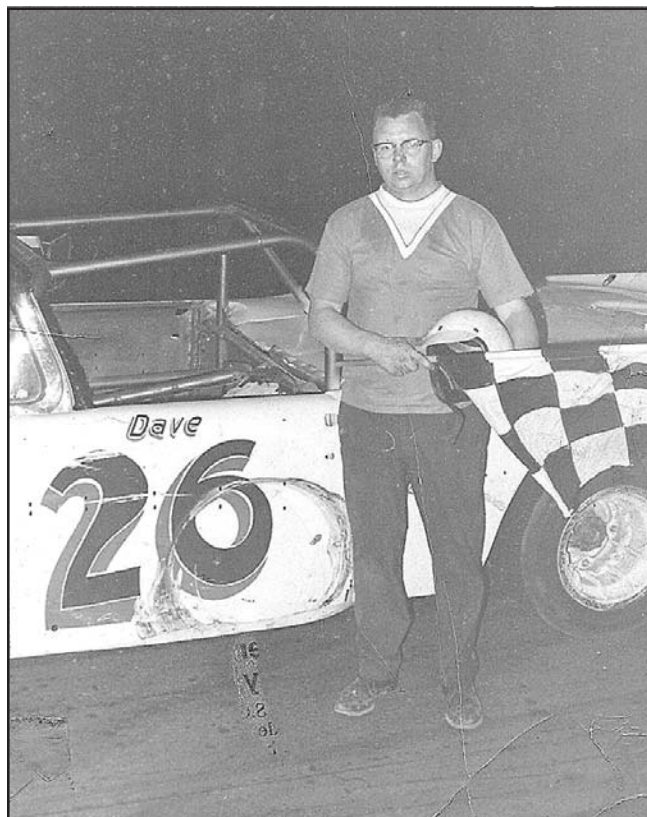
Rapids. What is believed to be the last race there, saw Lyle Nabbefeldt win the feature on August 24th. I think there may have been an impromptu race or two in 1970 there, as I attended, but that's a story for another time, one we can view with a bright, moon shining above.

Here and there...Free is always good. Caught the show at Mississippi Thunder Speedway, Fountain City, WI., here recently and had a good time. Everything was done near 9pm. That's a pretty fast moving show!

This column is dedicated to the late Jim Cleveland who was provider of nearly all this great history.

Photos by Dale D, Bob Bergeron, Kurt Luoma, Rod Dykeman. #98 Ron Waite. Sam Bartus overlooking new Capital Speedway 1969. Dave Field Convertible. Jimbo Back #61 and Les Katzner #8. #91 The Ridgerunner Marv Marzofka. #70 Jerry Smith. Pontiac. #30 Marlin Walbeck. #99 Tee Pee Supper Club car that Trickle, Nelson Drinkwine and Lyle Nabbefeldt all won in in 1969.

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



NASCAR Home Track Lid-Lifter Winners



The NASCAR Weekly Racing Series tracks in the Upper-Midwest kicked off their 2026 racing season in the month of May. Here are the NASCAR Weekly Racing Teir 1 division winners from Dells Raceway Park (Mike Litchfield), Elko Speedway (Billy Mohn), Grundy County Speedway (Franc Beldowski) and LaCrosse Fairgrounds Speedway (Skylar Holzhausen.)



Roy Orphine photo



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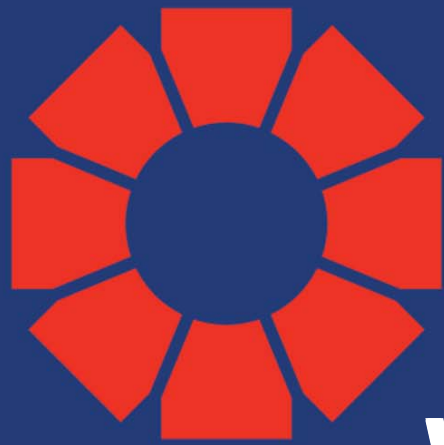
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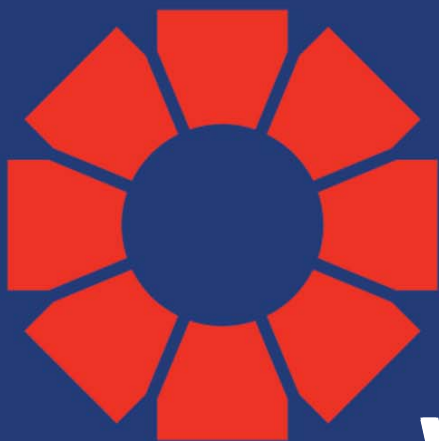


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