

THE MIDWEST RACING CONNECTION

www.theracingconnection.com

THE MIDWEST'S SHORT TRACK AUTO RACING AUTHORITY



Sprint Car Spotlight



Stars National Tour In The Midwest

July 2026

Inside...



Photo Gallery



Going In Circles

AMERICA'S BRAND FOR QUALITY



JUSTICE BROTHERS

Care Care Products



ON SALE HERE!

1-800-533-7492

WWW.JUSTICEBROTHERS.COM

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



Dan Plan

Years ago, I was a big fan of mid-week specials. When I was a wee little lad, my dad took me to several ARTGO shows out of town. I had no concept of time back then, but I don't think we left the track the next morning. After experiencing these shows as a child, I had the thought in my mind that these shows were put on with the working race fan in mind and things would click off in quick order and allow people to get home in plenty of time to get to bed early to go to work the next day. As I grew older and the short track world changed, I realized this wasn't the goal anymore. I gave up on several of mid-week shows a long time ago. The one that put the icing on the cake was a Tuesday night dirt

**HighLimit
Has It Right**

track show I took my dad to about 10 years ago. He was retired and didn't have to work Wednesday morning, but I did. This show was about 1.5 hours from home, but I thought I would have the old man home by 11:30 and I'd be home by midnight. I was horribly wrong on that night. He went back to my car around 11:30pm when they were still running B-Features and there wasn't a rain even a rain delay. More recently, watching some of the mid-week specials on streaming services, I have to wonder what is the thinking behind some of these shows that go until midnight or later.

Most people these days go on social media and complain about short track racing. In all honesty, that is the easy way out. I learned several years ago that does me no good. My goal since this has been to find the good side of things.

One of the new mid-week events I've been overly

Publisher's Note continued on page 4



The Midwest

RACING

Connection

July 2026

P.O. Box 101
Roberts, WI 54023
651-451-4036

www.theracingconnection.com

Publisher
Dan Plan

Contributing Writers

- Dale P. Danielski
- Dan Margetta
- PJ "Jacklyn" Nuttleman
- Jason Searcy
- Charlie Spry

Contributing Photographers

- Martin DeFries
- Kim Kemperman
- Doug Hornickel
- Nuttleman Kids
- John Luethard
- Roy Ophime
- Vince Peterson
- Shawn Swanstrom
- Mark Zeidler

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: Doug Hornickel, Dan Plan and Charlie Spry

THE MIDWEST RACING CONNECTION

WELCOME RACE FANS!

Like us on Facebook





RACE CAR ALLEY!

FRIDAY, JULY 10TH

Downtown Lakeville, Holyoke Ave.
(between Goodyear & the Lakeville Arts Center)

3:00 – 6:00 p. m.

Part of the Pan-O-Prog Summer Festival!

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

impressed with is the High Limit Sprint race at Red Cedar Speedway in Menomonie, Wisc. This year's event was broadcast live on FS1. Broadcasting a short track race on dirt live on a major cable provider means you have a limited time window. The time window for this event was 7pm to 9pm central time. In this day and age, that is a short amount of time to complete race program. On the other hand, that is a time frame that people watching TV on a weeknight can watch the entire show and not worry about being tired going to work the next day.

Granted, the mid-week High Limit shows only have Sprint Cars, with no support divisions, but they need to keep things moving along. The High Limit show gave me hope that mid-week specials can get new race fans interested in the sport short track racing. They kicked things off right at 7pm and Kyle Larson rolled into victory lane well before 9pm on a Wednesday night.

I rarely spend the entire night in the infield at a short track event. I did for this show. Instead of going right to my car after the final checkered flag, I hung around for a while. I watched Yung Money cross the scales and stayed long enough to take a picture with the confetti in lane. Now that I'm on the right side of the river, and a lot closer to Red Cedar Speedway, I was home by 9:30pm. When I got home, my wife asked me if the show was cancelled. I said nope, they ran a tight ship tonight. High Limit has it right.



Going in Circles



Charlie Spry

It is always fun to see drivers progress through the different divisions of racing in order to get to the top class at their track. For many dirt racers, an IMCA modified is the top class to be in. How they get there can be with varied methods.

At the Lafayette County Speedway, one driver who has finally made it to this top class is Wes Digman. Wes has done things in a sort of conventional manner, but that does not make it any easier. Plenty of hard work, talent, good sponsors and crew people, and yes, even some good luck works wonders.

Wes got his start the way many do. "Back in 2007, I started out in the four cylinder class. Not long after that Darlington started the E-Mod class, and I drove a car for Kim Wilson," Said Wes. "Kim has helped me out so much, and he still does. "These cars were supposed to be the ultra-low dollar modified. Automatic transmissions, stock engines, no pull bars,

no rebuildable shocks."

Wes would score a feature win in both of these classes, but then it was time to move up again and the E-Mod class was dropped anyhow. "In 2011, I moved up to the Sportmod class, and that is where I stayed, up until this year," Said Wes. Wes soon became a constant threat to win features and track championships in this class, and was also kept busy building cars, as he became a Shaw Chassis dealer. Therefore, his present business, Digman detailing and race products. "I can build a complete car for the customer, or do it any way they like," Said Wes.

Wes keeps busy between his racing, family life, building cars and running his business. He still finds time to race most weeks at Darlington on Friday nights and the Dubuque Fairgrounds Speedway on Sunday nights. Both tracks are relatively close to his home in rural Cuba City, Wisconsin, in the extreme S.W. corner of the state. In the past he has also raced at many other tracks, including Lancaster in Wisconsin, and Marshalltown, Farley, Maquoketa, Stewart, and Boone, all in Iowa. He also raced at the IMCA SuperNationals at Boone last year. "We had ignition problems on the first night, so that put us behind the rest of the week. After going to watch this event back in 2014, I just knew that I had to do it at least once."

His favorite race win ever? "That would be my first sportmod feature win ever. It was on Father's day and my Dad was there to see it." His favorite track? "Lancaster. I think alot of people would say that."

Now, in 2026 he has made the step up to the A-Mod division. Why the jump? "We won a couple of

features, but I would hate to count the number of times that I finished second. We lost the track championship here at Darlington by one point last year. We have been right up there so many times. The crew has been after me to move up, and we figured that the time was now," said Wes.

After so many years in a familiar class, the step up brings forth changes that must be adjusted to. "These cars drive easier, much more horsepower, rotate into the corner better, and really dig into the track more," Wes noted.

Of course, without sponsors most people cannot afford to race in an upper class. Wes has several which help him indulge in his passion, including Nick's powersports, Haverland heating and cooling, Freiburger heating and cooling (fellow racer and friend Jed Freiburger), RDF enterprises, Shaw race cars, Precision performance, Performance bodies, Hawkeye boat sales and RV, and Leo Straka trucking, and of course, Kim Wilson of Wilson organic farms, who has been a big help ever since he started racing.

The #42 modified will be noticeable to all with its black and bright green colors. The A-mod class is tough everywhere. Car counts are not huge for this class at Darlington but they are all very good cars and very good drivers. I would put them up against any field, anywhere. Best wishes to Wes in his new class! Improvement has been seen already, as he grabbed a top three feature finish recently against some incredible competition.

I recently took in a weekly show at the Dells Raceway Park. I have fun here, as there are so many people here that raced at the old Columbus 151 Speedway. Track operator Jerry Auby even raced at that track quite a bit! Going through the pits or even the grandstands one does not get far before finding familiar faces.

Enjoyed talking with Ken Scott. Ken got his start racing back in 1994 in the Hobby Stock division at Columbus. He always tried to have nice looking cars and he succeeded at that, as well as with his racing. Among his favorite memories one stands out. "They say that you can't win the race on the first lap, but I did it once. In a heat race I jumped to the extreme outside, three wide, and passed every car and had the lead by the time we had finished one lap," Said Ken. "I don't think very many people ever did that, if any." Another accomplishment was setting fast time for twenty-one straight race events.

Now, Ken has passed his love of competition onto his Son, Dillon. Dillon has a few years of racing experience now but has kind of bounced around from division to division. He got his start in the four cylinder Bandit class a few years ago, moved onto International class (Mod 4), raced a sportsman car, Midwest Truck, and Limited Late Model. Now, he has found his home in the asphalt modified division, which lately has had the highest car count of any division here, and seems to be the new home for this kind of car.

Ken noted that he found out that Jerry Blystone was selling the car, and that he told Dillon that it would



Going In Circles continued on page 6

Going In Circles continued from page 5

be a good car to get. Dillon had already purchased it! Like Ken, Dillon takes pride in keeping a sharp looking race car.

Besides being busy racing, Dillon also has another, bigger obligation. He is currently serving in the United States Army, and while not based there, does spend some time at Fort McCoy, which is very close to a race track! So, he cannot get away from racing too easily!

Had a nice talk with Bandit racer Tyler Vincetich. He is having a good year so far, saying, "Right now I am actually leading the points at two different tracks. Here at the Dells, and at Plover. I decided to take in the opener at Plover and give it a try, and I won the feature my first night, so now I really need to keep going back there as well." He helped his cause here at the Dells as he won the feature on the night I was there, in a very, very competitive race that featured some excellent driving skills by the folks in this division. Very impressive!

Tyler got his start a few years ago in the High School Sixer class at the now gone Rockford Speedway, then moved up to the Roadrunner class there. The first time I met him I was impressed with his maturity and focus, and I am still impressed. You just knew that he was a young man that was going to be a success in racing and in life. And he is.

In addition to the four cylinders, the Hobby Stocks also put on a very good show here, with Waylon Robinson getting the win. He showed remarkable patience for a young guy, and it paid off. Hobby Stocks, in both asphalt and dirt form are one of my favorite divisions anywhere. There is just something about them.

Sportsman cars also had double features and did not disappoint. Cris Harmon won the first one, one week after losing out on the win on the last lap. He didn't let that happen tonight. The second one featured a down-to-the wire run by Dave Trute and Nick Bruley. Trute got the win but it was by mere inches. That is the way it is done, by both drivers!

After enjoying the show put on at the Dells, I made a return trip two weeks later to see the CWRA late models and other divisions. I like the idea that the CWRA adheres to, utilizing used tires to keep costs down. This has to be one of the single largest expenses for a late model team and does not really make sense with the payouts in return. Keeping costs in check will always benefit the racers. Some complain about a lack of passing ability, but that was not in evidence here, as there was quite a bit of it, and would even be more so with a bigger invert. It does force the driver to "drive" the car. Car counts look to be improving, as more realize the benefits here. Tyler Sauter won the first feature, with veteran Mark Mackesy winning the second one. It was a pleasure to chat again with Putch Bentley, who works with the group as a sponsor and has raced with the group before and plans to again.

The Sixer division puts on a really good show here. Jay Raines has a fast car and battled with Gnage Moore in getting the win. It should be noted

that there are probably enough members of the Moore family racing here that they could have their own heat race!

With all of the racing going on in six different divisions, the show was still completed in a timely manner. Definitely enjoy my time spent here.

I took in another weekly show at the Madison International Speedway, my asphalt home track. On this night one of the divisions racing were the vintage modifieds of the MSC vintage group. (Milwaukee Vintage Modified Stock Car).

It was very enjoyable talking with these drivers.

I talked with Brian Titel, who races the orange #40 car. "I grew up around the track at Plymouth (Wi.), so I was always interested in these cars. I got the chassis and went from there. I had an old model A body and put that on here. It is a relatively inexpensive way to race. We get junk tires from late model teams and run with those," Said Brian. Brian is a very accomplished racer, racing the EWSC mods for many years. He also told me a bit about what it takes to get one of these cars on the track, saying, "Sometimes, all

Going In Circles continued on page 7



Charlie Spry photo



Charlie Spry photo

Going In Circles continued from page 6

you can start with is an old frame. That is what I had to do here." It seems that some of the older cars have survived, but many are found, literally, in pieces. It does not come easy!

Cal Maule has been around the sport for a long time as well, saying, "I grew up around the Lake Geneva area. I first raced on the old dragstrip at Lake Geneva, then started racing on the oval. I raced in a junk class, I think it was called spectator class, just old junkers. I did try racing a late model for a short time but that did not last. I also raced in the sportsman class at Wilmot."

After racing in southern Wisconsin, he moved north, saying, "I moved up to Nekoosa and got involved in racing up in that area. My last regular weekly stuff was done at Central Wisconsin Raceway. I built a really nice four cylinder car and raced that until a couple of kids built up fast cars and I kept getting wrecked. That was the end of that."

Putting together the vintage mod and racing with this group has been fun for Cal. As a whole, this group comprises of many "veteran" racers who love showing off their cars just as much as racing them. Contact with one another is not what they are after. Points are not kept in any events in order to take thoughts of championships away. Winners are varied, as if you win a heat, you are not allowed to win the feature on that given night. It is all about fun. A couple of the drivers even called me a "youngster" at age 67. (Thanks, guys!).

As for Cal, he is not only an accomplished racer, but he is also an accomplished artist and does fantastic lettering on cars. He makes really great drawings of members' cars, and others that he knows from the racing world. A very talented person, he is also very personable.

As for his vintage mod, he figures that the chassis was built about 1962.

I would like to thank these drivers for taking time to chat with me on this night. I am a fan of this group!

Had a chance to talk with Sixer racer Joshua Zacharias. Joshua started racing in this division at this track when the Sixer class was just getting going, and then moved onto some different tracks, where he won

several championships, racing at places such as Slinger, Golden Sands, Dells, and others. He has won two championships at Dells Raceway Park, two at Slinger, and one at Golden Sands. He has wanted to come back to his old home track at Madison and race once again and is doing so. "I wanted to come back and see if I could win a championship here," Stated Josh. "So far, I am leading the points. We will see if that keeps up or not. I always want to keep the car looking good and race clean, but I will trade paint if someone decides they want to be that way. You have to do it like that, or the others will just take advantage of that." As for the future, Joshua said, "I think I would like to try racing in the Crown Vic class. That looks like it is a lot of fun."

Teammate Gracie Flanagan had a clean sweep in the HSRA division, setting fast time and winning both features. She has won some championships as well in her racing endeavors, including two HSRA championships at Slinger, one HSRA championship at

Dells, and one Sixer championship at Golden Sands. Like Josh, has also raced at many different tracks. I think in the future that she will do well in any division that she chooses to race in.

Always like to stop and chat with late model racer Paul Dygon. He races for the fun of it as well. Does not over spend, just has fun. We need more of this! Paul also began racing in the Lake Geneva area, racing karts as a kid, then did quite a bit of drag racing, then moved onto oval track stuff in the early 1990's.

A big Thank You to Paul and also Cal for the offer to raid their coolers throughout the night if I needed something.

Dylan Klinger swept the Sixer class in winning both features, Vintage Mod wins went to Pete Ostrowski and Jeff Allard, while Bobby Wilberg and Brent Edmunds won the late model features. Colton Morgan made his first late model show of the year here and looked impressive, finishing eighth in the first feature and second in the second one.

R & R

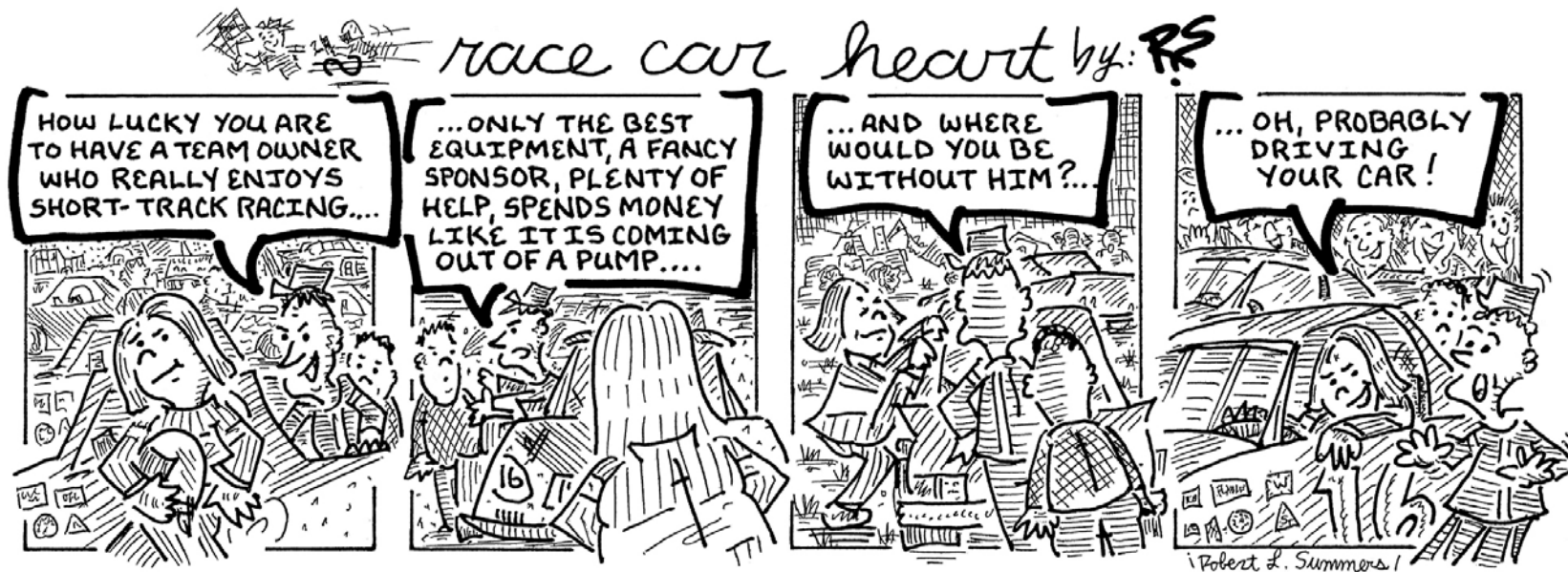
Complete Automotive Service



Minneapolis, MN



randrautomotiveonline.com



Racing History



Dale P. Danielski

It's interesting, once out of service, how they've moved space shuttles to their final destinations. Custom air planes, barges, wide load trucks and trailers among other means of transporting have been utilized. One, Discovery, is destined for Texas, after the State originally lost a bid for it. The struggles, internally and physically, to get it there from the Smithsonian institute have been monumental.

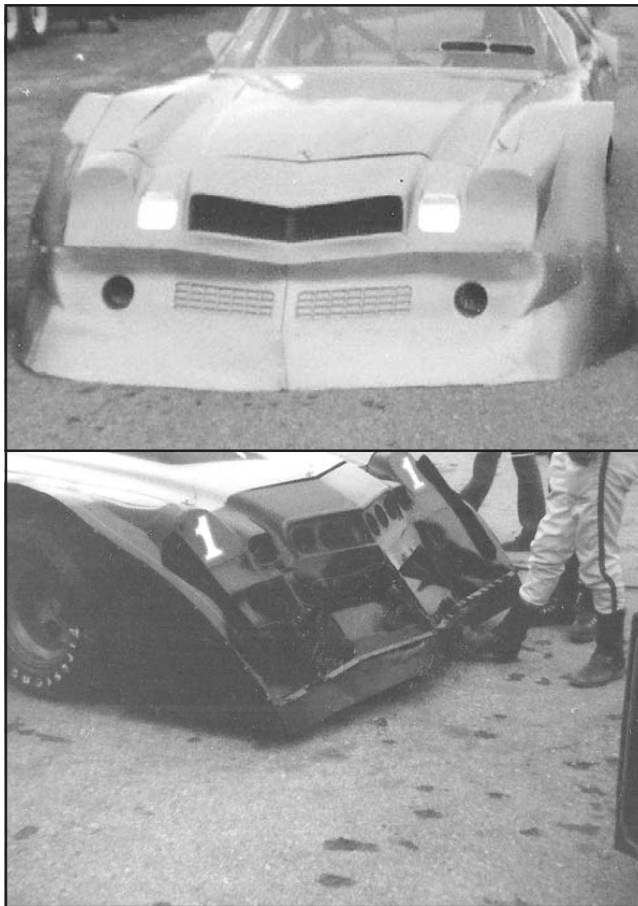
Texas has been a key element in the U.S. space program, so that state feels it should be entitled to have Discovery. The way things are going, more miles are going to be racked up getting it to the Longhorn State, than the 150 million it traveled in it's 39 missions. So what does this have to do with racing? Not much other than trying to picture this wild looking thing traveling across the country. Reminds me of some of the wild looking race cars I've seen at various racing ventures.

A good share of race cars I've seen, that more than slightly bent the rules, were racing in Florida. Who can forget the canopied, black #112, rocket ship, Gary Balough campaigned during Speedweeks 1981? Billie Harvey's blue #31 got in on the outer space look too. Balough and Harvey were



connected at the hip, for awhile, or maybe because it was the latest, Hmm, deal.

Spoiler madness with racers finding space in the rules was already in full swing in 1980 as you can see with the silver Camaro of Jim Derhaag's spoiler dragging on the ground in ASA action at Queen City

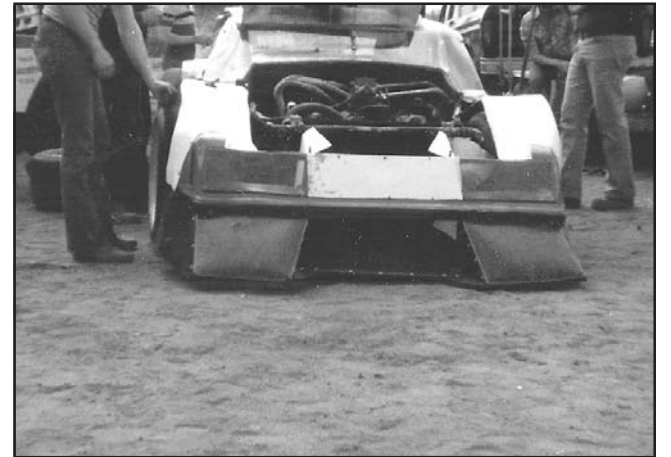


Speedway. #1 Ed Hoffman had a bolt on front spoiler at that event and when told he couldn't run it, promptly removed it in one piece revealing a standard looking version. Even Central Wisconsin racer, Joe "Polish" Kryzkowski who had "Homemade" bodies, with his Ford Mustang, got caught up in spoiler craziness. "Sweet" Randy Sweet, the Michigan traveler always had wild looking stuff that looked like it was ready for blast-off. Case in point, this trick front end at Winchester, IN., Speedway. Sweet also attempted World records with specially constructed cars and keeping



HISTORIC VALUES

HISTORY THAT NO LONGER REPEATS ITSELF



them extremely light with crazy aero was key to obtaining speed. The Shuttle Discovery obtained beyond warp speeds and its aero package helped considerably even though it weighed 86 tons. The Mysterious Mr. X in a radical, lexan laden racer back in the '80s racing in Michigan followed up with the wing craze. It was not as crazy as a Randy Sweet car, but a wide tracker for sure. Not as wide as the great handling shuttle which measures 78 feet in width, but definitely wide enough to create down force and speed. Another lightweight, the V-6 engine, Chevy Cavalier, that won at the Minnesota State Fair one year, was another example of gaining advantage. The



Editors note: Dale named the file for this photo "V6 Cavalier Cheater Car"

car, shaped like a V, was so light it showed almost no tire wear, plus it was allowed to run a 4bbl carburetor, not to mention having a short wheelbase. Rules were changed to get it back in the ball park, as the shuttle

Racing History continued on page 9

Racing History from page 8



wasn't even ready to take it on in full race trim. I guess it was just an '80s thing as #78 Steve Holzhausen had that "Far out" look with his Jim Back, Bac-Car Ford.

The dirt World was into the creative spoiler configuring, probably even more so than the pavement guys, as can be seen with the #8 of Jim Curry at Eldora Speedway. How about the #71 Ron Davis winged thing racing at Eriez, PA., Speedway. I'm not sure what they even titled this division of racing, but



stock appearing. Anymore race cars are of the cookie cutter variety. They all look the same other than the few that opt for something unique and identifiable. That isn't necessarily the racer's fault, as that is what is produced by the manufacturers now days. Back in the day you had Chevy, Ford and Mopar and could tell the difference between all of them. I vote, we call them race cars, because that is what they do and that is what they are. Do people care, or identify with make and model anymore? I really doubt it. It's no longer what wins on Sunday that creates sales on Monday.

Of course, in the past, we had racers setting track records every year at almost all the tracks for the longest time. Much of it was new design incorporated into chassis, but later, became more of the softest tire gets it done. Consequently, now you don't see much of that as regular, weekly racing is looking for more economy and economical racing. Thinking back though, there was nothing more exciting than seeing Trickle bounce off the wall at the Kaukauna, WI., track, trying to obtain Tachyon speed, on the way to a new track record.

As with the Space Shuttles, the crazy, wild looking creations of before, along with those cool looking race cars we saw in action, are all retired, never to be seen again. Awfully tough to create Tachyon II speed with today's templated racers, but I think Elon Musk and Space X could probably do it in their efforts post Shuttle. They probably already have.

Here and there... In case you were wondering, "The Mysterious Mr. X", which they tried to keep a secret, because he was sponsored by an X rated, Adult entertainment store, was Marty Crawford. I know that, because I went up to him where he was racing and asked.

Photos by Dale D, Bob Bergeron, Kurt Luoma, Rod Dykeman, Bob Martin. Two views of the Gary Balough spaceship of 1981. Joe "Polish"

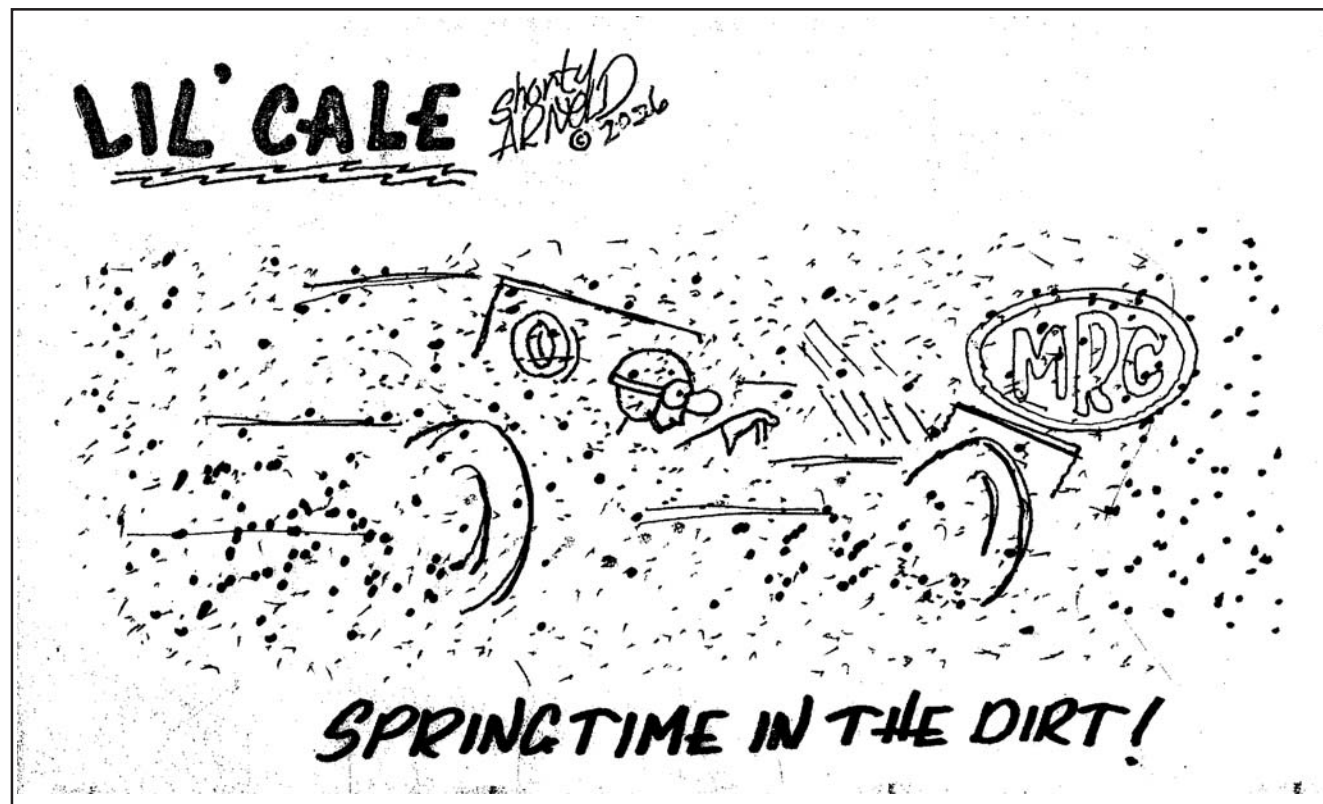
Kryzkowski, flying Ford Mustang. #8 Jim Curry ready to launch. #71 Ron Davis totally spoiled. #78 Steve Holzhausen. " #25 Bill Oas convert. #81 Steve Millard Ford. The V-6 "V" wedge Cavalier.

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



cool stuff to watch when I was there.

You look at earlier model race cars that were supposed to be "Stock" and you could tell the year and manufacturer quite easily, like the #4 Tim Carlson Camaro, or the #81 Steve Millard. Ford. Is there any mistaking the #99 Dick Trickle Ford Torino he raced in 1971? In the case of the #25 Bill Oas convertible, maybe you could mistake what it was. Definitely not



Sprint Car Spotlight

There was a time when Sprint Car fans near the Twin Cities/Metro area had limited opportunities to see Sprint Car racing on a regular basis. I can remember times when I only had 2-3 opportunities each year to see Sprint Cars within an hour or so of the Twin Cities. Things have drastically changed in the past 20 years. Arlington Speedway has been running IMCA 305 Sprints for a while and the UMMS has been running shows for 15 years now. In addition to these local options, there are two options on the national touring level (The World of Outlaws Sprints and High Limit Sprints) now visiting the area. It truly is a good time to be in Sprint Car fan in the Upper Midwest.



Follow us on Facebook, Twitter and YouTube

www.facebook.com/themidwestracingconnection

[@MidwestRace](https://twitter.com/MidwestRace)

www.youtube.com/theracingconnection





visit  **SUN PRAIRIE**
visitsunprairie.com

SUNDAY NIGHT RACING Front Gates 4PM
Opening Ceremonies 6PM

SUNDAY JULY 12
RACERS' REUNION NIGHT



SUNDAY JULY 26
SALUTE TO BRYAN GAPINSKI



**UPCOMING
EVENTS**

OWNED & OPERATED BY THE
MCKARNS Family
SINCE 2015

FRIDAY NIGHT RACING

Gates: 6:00 p.m. Qual: 6:15 p.m. Racing 7:30 p.m.



FRI JUL 10
RACERS' REUNION



FRI JUL 17
HORSEPOWER & HOPS



FRI JUL 24
HOWIE LETTOW CLASSIC



FRI JUL 31
FASTEST MEAT RAFFLE



THURSDAY NIGHT STREET DRAGS JULY 9

FOR MORE INFO & TICKETS VISIT ANGELLPARK.RACING

FOR MORE INFO & TICKETS VISIT MISRACING.COM

**A NEW TRADITION
IS BEGINNING**

SATURDAY AUGUST 8, 2026

**LARRY
DETJENS
MEMORIAL**
DELLS RACEWAY PARK



A Wild Ride

**CALIBER
COLLISION**

RESTORING THE RHYTHM OF YOUR LIFE



Onyx Johnson went for a wild ride during hot laps at The Masters this year. Onyx suffered back injuries, but is on his way to recovery, hopefully without requiring surgery. Best wishes to Onyx on a speedy recovery.



WISCONSIN KENWORTH FAIR TIME 50 SATURDAY, JULY 18TH, 2026

LATE MODELS - SPORTSMEN - HORNETS - 6 SHOOTERS - HIGH SCHOOL - VINTAGE - FLAGPOLE RACE



FAMILY FUN

RESIDENTIAL - COMMERCIAL
50 LAP KWIK TRIP LATE MODEL FEATURE



UPPER MIDWEST
VINTAGE



WISCONSIN KENWORTH

A CSM Company

FRONT GATES 5:15 PM - QUALIFYING 5:30 PM - RACING 7:00 PM - LACROSSESPEEDWAY.COM - 608-786-1525



NASCAR

SEPT. 12-13



World Wide Technology RACEWAY

WWT RACEWAY, FORMERLY KNOWN AS GATEWAY, IS LOCATED JUST 5 MILES FROM THE ST. LOUIS GATEWAY ARCH IN MADISON, ILLINOIS. EASILY ACCESSIBLE BY INTERSTATES 55/70/64 AND 44.

THE MIDWEST RACING CONNECTION

Photo Gallery



*Buddy Kofoid and Sheldon Haudenschild in action at Husets
(Tyler Carr photo)*



*Cam Panitzke's Dad picked up a \$12K payday at The Masters
(Dan Plan photo)*



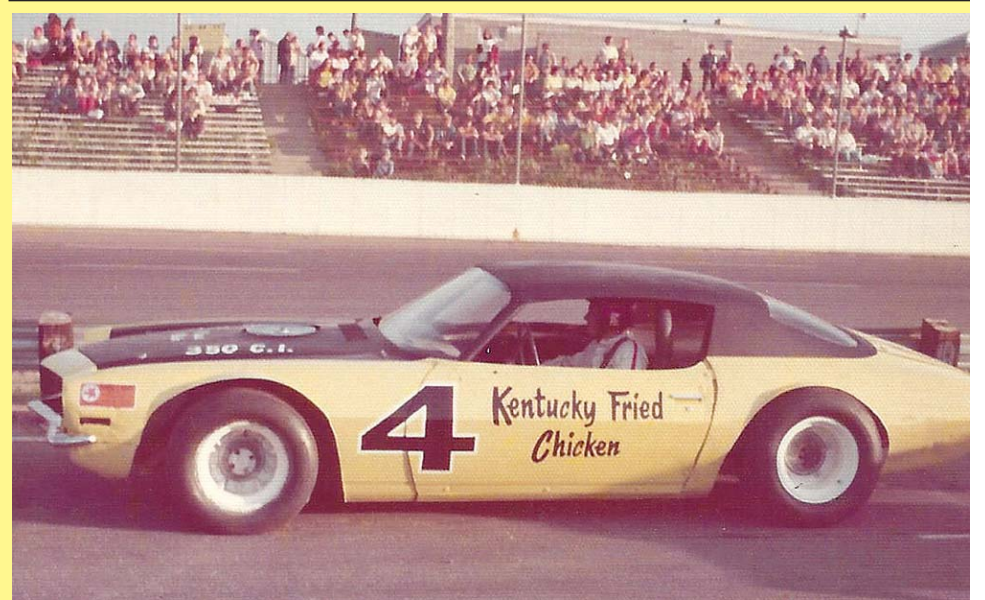
*The MSC Vintage group visited LaCrosse and Madison in June
(Charlie Spry photo)*



*Ty Majeski and Derek Kraus battle for the lead at Slinger
(Doug Hornickel photo)*



*Bobby Pearce and Ethan Dotson in WoO LM action at 141 Speedway
(Emily Schwanke photo)*



*Tim Carlson at LaCrosse Fairgrounds Speedway in the early 1970's
(Dale P. Danielski photo)*



SAT, JULY 25
\$35 FOR ADULTS • \$17 FOR KIDS
RACING AT 6PM

JERRY RICHERT MEMORIAL

UMSS TRADITIONAL SPRINT CARS, WISCONSIN WINGLESS SPRINTS, & UMSS WING SPRINT CARS.

15 MINUTES EAST OF STILLWATER
WWW.CEDARLAKESPEEDWAY.COM

39th ANNUAL
\$100,000
TO WIN!
\$350,000
Total Purse



JULY 30 & 31
AUG 1

WE WANT YOU!



USA NATIONALS



\$10,000 TO WIN
MIDWEST MODIFIEDS!

FRI & SAT, SEPT 12

UMSS TRADITIONAL SPRINT CARS, & UMSS WINGED SPRINT CARS

\$20 FOR ADULTS • \$10 FOR KIDS
RACING AT 6PM

15 MINUTES EAST OF STILLWATER
WWW.CEDARLAKESPEEDWAY.COM

21ST ANNUAL
LEGENDARY 100
10 CLASSES OF CARS
THURS, FRI & SAT, SEPT 17, 18 & 19

PRACTICE WED. SEPT 16

15 MINUTES EAST OF STILLWATER
WWW.CEDARLAKESPEEDWAY.COM

TICKET PRICES
THURSDAY
\$20 ADULT & \$10 KIDS
FRIDAY
\$30 ADULT & \$15 KIDS
SATURDAY
\$35 ADULT & \$17 KIDS



Dangerous Dan**Dan Margetta**

“The death of his father left him adrift, benumbed by a grief that perhaps he will never shake...” William Nack wrote those words in a Sports Illustrated article about A.J. Foyt in 1991 towards the end of his racing career and they struck a chord with me when I read them back then because of how much my own father meant to me. Now, some 35 years later, those words describe exactly how I feel as my Dad lives out his final days in home hospice care and I’m forced to come to grips with facing a life without him. He will most likely pass by the time you read this and with that a huge part of me will be gone as well.

My Dad is the reason I caught the racing bug and is solely responsible for the countless friends I’ve met and unprecedented experiences I’ve had since he took me to my first race when I was two years old. We went to watch the Plymouth Superbirds race with the USAC Stock Cars at the Milwaukee Mile and believe it or not, I didn’t make it to the end and we had to leave early. When we got home, I guess I decided it was cool after all and wanted to go back but obviously couldn’t because the race was over and I’ve been going ever since. We went to the Mile again six years later to the Super America 150 ASA race and this time I made it to the end and even got to meet Super America Knights Dick Trickle and Tom Reffner. For our weekly track, we went to just about every Saturday night at the Hales Corners Speedway. We even went to Inspection Day each season just to see the cars on the trailers and never missed the off-season race car shows at the Capitol Court and Brookfield Square shopping malls. We would get to Hales Corners early and watch the cars pack the track from our “spot” in the top row corner in the last section of the frontstretch grandstand towards turn one. I marked our spot with Dave Watson AMSOIL racing stickers on the metal bars in 1978 and those stickers remained there until the track closed in 2003 (I checked every year). I distinctly remember many times using the track payphone to order and then pick up a pizza from Napoli’s on Layton Avenue on the way home from the track. My Dad told me I was his race buddy as he

The Leader of the Band is Tired

finally had someone to go with who loved going as much as he did. My mom went along at times and had fun but she wasn’t one to go every week. When we couldn’t go because of family functions like weddings, etc. my Dad would always look at me around 9:30pm and say “The feature is rolling out about now.” Sometimes we’d get lucky and it would rain on those nights and while it may have dampened some weddings, we didn’t miss any of the racing action. I felt honored in the later years when I became more involved in the racing scene and worked for Midwest Racing News which was owned by Midwest Speedways, the company that operated the track, and I was able to bring my Dad each week as my guest on my Employee/Media pass.

We managed to incorporate racing into family vacation trips from our first NASCAR race at Talladega in 1984 to a return trip there two years later to races at Las Vegas, Darlington and Charlotte. I even managed to get him garage passes at Martinsville and Homestead so he could really see things up close. We took several father-son trips to races as well including Michigan where our rental car ended up being an ugly green Ford Probe and North Wilkesboro where we drove all night to get there in our rented white Mercury Cougar with the most hideous olive-green interior you ever saw. We took a road trip to Eldora to the dirt late model Dream but didn’t get to see the main event when we were forced to cut out early and outrun tornadoes on a narrow road through a cornfield shortcut to get back to our motel. Three people couldn’t make the rescheduled Sunday race, my Dad and I because I had to get back for Slinger and Tony Stewart who had to run the Cup race at Michigan. We went to the qualifying for the inaugural Brickyard 400 at Indianapolis because we wanted to see the stock cars on the historic Indy track for the first official time. I went to the Dixieland 250 at WIR the night before and got home around 3:00 AM where I crawled into the front seat of my Dad’s car which was packed and ready to go and fell asleep. I woke up on the road somewhere between Chicago and Indy with my Dad driving and we spent all day hanging out at the track before driving home. My Dad was a big Fleetwood Mac fan and believe me, I knew every song and lyric on the Rumours cassette by heart from hearing it so much. Those memories will stay with me forever.

We did things outside of racing as well although much of it did involve cars in some way or another. He took me to my first movie when I was five years old and it wasn’t some cheesy cartoon kids movie. The first movie I saw in the theater at five years old with my Dad was the original Gone with the Wind, the one with Eleanor the Mustang and the 40-minute car chase scene that wrecked like ninety cars. I can’t believe the school didn’t visit my parents the next day when I was going on and on to my first-grade classmates about the cool movie I saw about some guy that stole cars and ran from the cops. We passed the time during a 2000 rainout at Cedar Lake

Speedway by catching the Nicholas Cage and Angelina Jolie remake at a movie theater in New Richmond for old times sake. He had a 1969 Mercury Montego which I remember being bad ass fast as a kid. That car was supposed to be mine until he had to sell it and apparently, I talked him out of buying a 1958 Edsel once because I didn’t like the color. He had a 1960 Nash Metropolitan that he let me help work on and I rode in the cramped back seat on its maiden car show voyage to Kenosha where we almost lost the brakes on the way there. We made the national Metropolitan club newsletter with a picture of us working on the brakes so we could get back home. His 1962 Ford Fairlane still sits on the patio behind the garage.

My Dad was always straight up with me and I highly valued his opinion. Many times when we would do some corny things on the LTN Radio show I would ask him later what he thought and sometimes he would say the segment was funny but he also wasn’t afraid to say he didn’t approve of some of the things we said and did. I’m so grateful I was able to include him as I got deeper into the racing world and met more people and had cool experiences. I convinced him to take a day off work and come with me to pick up Dick Trickle and Jimmy Spencer from the airport and drive them to the Slinger Nationals press conference. Trickle checked his briefcase and we had to get it at the baggage counter where you couldn’t miss the briefcase marked “Richard T”. Once in the car he opened it up and it was full of cigarettes. I’ll never forget sitting in the back seat of our Dodge Caravan with Jimmy Spencer while Trickle and my Dad were up front talking like they were old friends. My Dad kept that old Dodge van until the floorboards were rotted because Dick Trickle rode in that van and we couldn’t get rid of it.

I’m sad that Parkinson’s Disease robbed us of many more memories over the last twelve years and my Dad fought it courageously. I saw it every day and even though he struggled to walk in the later years and needed help getting up, my Mom made sure he stayed active with Brewers games and casino trips right to the end. I’m so honored he got to be there for my Slinger Speedway Wall of Fame ceremony and I got to take him around Road America in a golf cart for our last NASCAR race together. He’s a great Father to not only me, but my brother and sister as well and they have many memories of their own. My Mom and Dad were in the same kindergarten class and they’ve been together since they started dating on July 4th when they were in the 9th grade. In August, they would’ve been married 59 years. While we face the inevitable reality my Dad will no longer be with us physically, we have countless endearing memories that will live on forever. While I’ll always have them to hold onto, He’s so much more than just my Dad, he’s my best friend and I’m really going to miss him.

**Talkin' Racin'
with Jason**



Jason D. Searcy

Once per year NASCAR, in the form of the ARCA Menards series, comes to Elko Minnesota, the smallest track on their 20 race circuit. This series races on the same weekend and on the same track as the Cup series at Daytona, Talladega, Watkins Glen, Michigan, Pocono, the Naval Base Coronado, Chicagoland, Iowa Speedway, Bristol and Kansas. These are all huge facilities that have seating of 50,000 or more. At those events they are usually squeezed into a small window of time between Cup practice or qualifying, usually two days before the big event. Sometimes their race is an afterthought, certainly not a priority, and the garage space they are given is not always ideal for the fans or the competitors. But at the Shore Lunch 250 presented by Dutchboy at Elko

ARCA Visits Elko



Speedway, the 3/8th mile track with a 5,000 seat capacity located in the heart of Menards county is the perfect size to put on a great show and they are treated that way. The local fans appreciate the one time per year that NASCAR comes to us. It's fun to see NASCAR Hall of Famer Bobby LaBonte appear as a driver coach, Daytona 500 Champion Derek Cope is a spotter, Tony Glover who won the Daytona 500 three times as a crew chief was there in the garage, as was NASCAR driver Phil Parsons who was in person broadcasting the race on Fox Sports 2. Many drivers who are now



racing in the Cup series participated in this race on their way up through the NASCAR ranks. Jesse Love who will be driving for the Wood Brothers in 2027 won the ELKO race in 2023, Ty Gibbs won the pole in 2021, and recent Cup winner Corey Heim won the race that same year. New NASCAR bad boy Carson Hocevar finished 6th in 2019. Riley Herbst who will be racing for Jimmie Johnson in Cup next

year won the pole in 2017, that very same year Zane Smith nearly won but crashed at the flag stand on the last lap and was awarded 6th place. Four time Cup series winner Ken Schrader raced ARCA at ELKO and got the pole in 2013. The very first race was in 2012, that event had three drivers participate who have now become Cup series regulars; Chris Buescher, Erik Jones and Alex Bowman who won the pole at that inaugural race. Minnesota has never had a driver who has won a Cup series race but Eden Prairie native William Sawalich did just recently win an O'Reilly Auto Parts series event at Rockingham Speedway on Easter weekend. The Sawalich three-wide finish and win by 0.011 seconds in 2024 is a moment that many race fans will never forget. In all



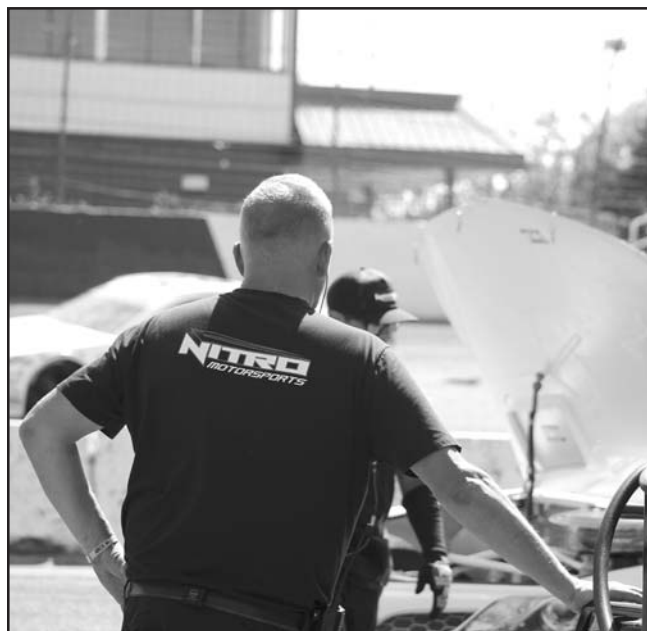
Talkin' Racin' continued on page 17

Talkin' Racin' continued from page 16

those years of ARCA racing at Elko Speedway nobody has ever won the race twice, 11 races and 11 different winners until 2026. 16 year old Max Reaves from Trinity North Carolina won driving the #18 car for Joe Gibbs, the same car he drove to victory last year. Reaves blew the engine on the last lap of practice so his crew had to change engines and miss qualifying, requiring him to start the race at the back of the 21 car field. It took 82 laps for Reaves to make his way to the lead, he had to fight back many challenges from #28 Landon S Huffman who later dropped numerous laps down due to a mechanical problem. At a 3/8th mile track like ELKO the lapped cars have a tough time getting out of the way, which provides unending entertainment for the crowd as the faster cars have to go side by side or even three-wide to pass. Taylor Reimer #77 thrilled the crowd by racing up to the second position mid-race, she was in contention to become the first ever female driver to win an ARCA National series race, but she faded back to fourth during the last segment of racing. Point leader #20 Jake Bollman was his usual consistent self,

he made zero mistakes and finished a strong runner up, he was 5.432 seconds behind at the checkers. The thrill of the night was from rising Webster Minnesota star #25 Ty Fredrickson, he fought a car that was ill-handling early in the race and stayed on the lead lap throughout the night, he raced his way up to finish a strong 3rd place. That was one position better than his 2025 ARCA race and it tied Jonathan Eilen (who finished 3rd in 2013) as the best finish for a local racer in an ARCA event at Elko Speedway. "Nitro and Shane Wilson gave me a good car today, every pit stop we got better each time, I just need to do this

more often and get more laps so we can go for wins," said Fredrickson. "These ARCA cars are a lot different, the races are fun, it's just a lot different than my Super Late Model." Racers from 17 different states and even one driver from Japan made their way to Elko Speedway this year and they put on a great show as per normal. Friday night August 28th the ARCA Menards series will return to the Northland with a race at Madison International Speedway in Wisconsin, another track where they will be the Main show on a short track, a winning combination for the ARCA series and for race fans alike.





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 65th 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





I.M.C.A. OLD TIMERS

Preserving The Past

TQ's Midgets Sprints
Modifieds Coupes
Stock Cars

Exhibition Oval Track Racing

imcaoldtimers.com






Racing Nuggets



PJ "Jacklyn" Nuttleman

Despite all the bellyaching on social media prior to the Wisconsin double-header for the ASA STARS Tour, the two events were incredibly entertaining shows. And while many placing bets that Ty Majeski would sweep them both—that just wasn't in the cards for the 2024 NASCAR Truck Series Champion. It wasn't for lack of effort on his or his team's part and I must say, I was impressed with both of his post-race interviews where he just owned the fact they came up short and tipped his cap to the respective winners.

And while many fans (and racers) were crying foul about the "short" list of entries for both events, it was well-proven that quality over quantity made for solid shows. Honestly, I don't know why anyone would be ballyhooing over car counts these days. I'm not sure we will ever reach again the car counts of days gone by. That's just a fact. If you insist upon bitching about car counts, you are the kind of individual who will spend retirement sitting in a dilapidated chair on your front porch hollering at school children to get off your lawn.

These are trying times for any race promoter or series promoter. They are fighting to win the public's dollars so they can stay afloat. It's no easy business. They receive the social media torching and have no opportunity to really defend themselves. And yet, they are the playground for those of us who love auto racing. Talk about a thankless job.

I thoroughly enjoyed the Midwest Truck Series at Slinger for that stop on the ASA STARS Tour. That is such a great support series, and I always look forward to watching them compete. The STARS Tour bumped the laps up to 325 this year and I felt like it created more excitement at Slinger. It's a ¼-mile track, so those laps fly by fast! It was a solid race with plenty of drama, and I don't think any of us were sure who was going to win between Carson Brown and Majeski until the final lap. Brown and his Anthony Campi-led team have been red-hot, and they earned that win at Slinger.

Brown and company backed it up with another solid finish at Madison two days later. They didn't find victory lane this time, but they did finish second. Kyle Steckly ran away with the checkers there with his Donnie Wilson team. Majeski ended up third.

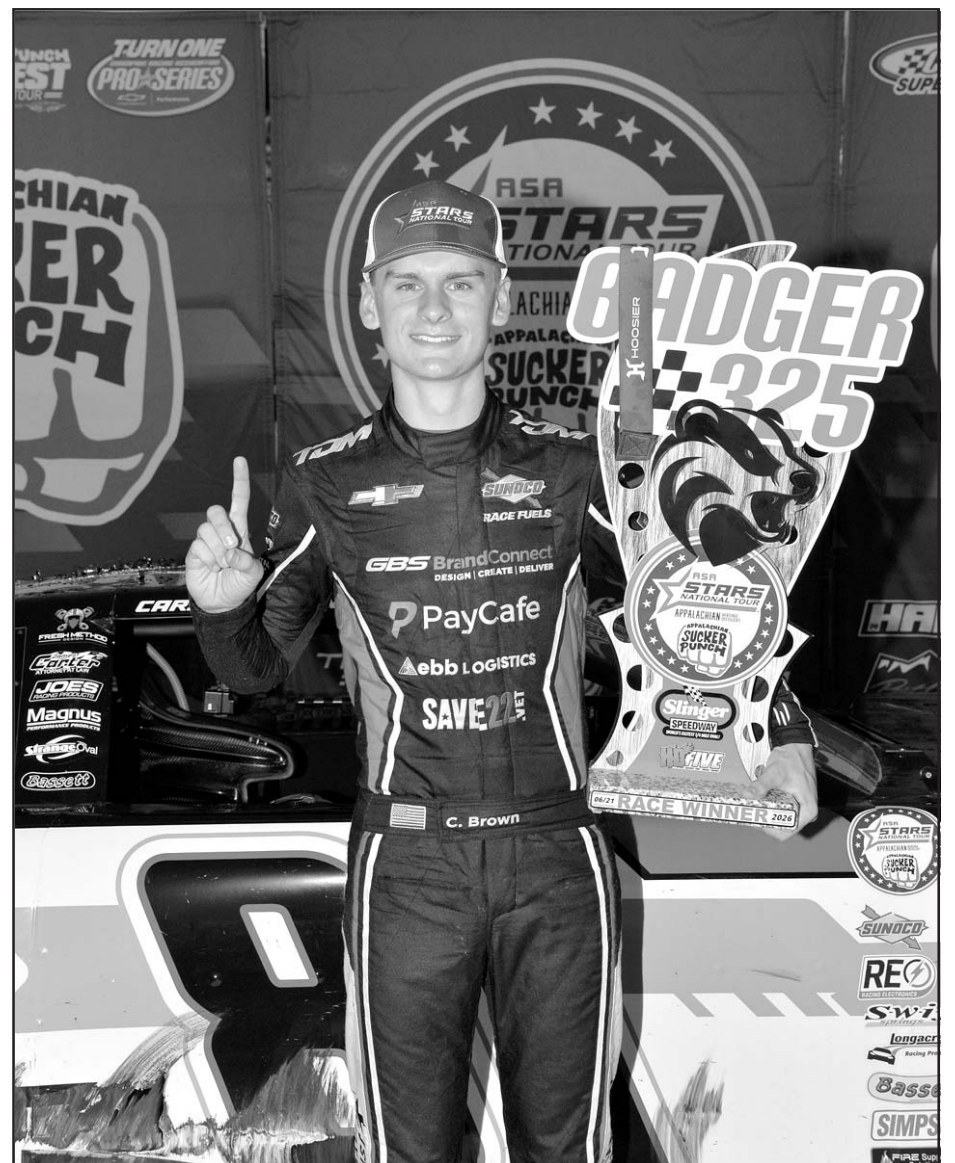
Say what you will, but the four-barrel carburetors seemed to make for a more competitive battle throughout the field. The new tire compounds are still a bit of a work in progress, but every racer is dealing with the same situation. They'll figure it out. They always do. That's part of racing. The ability to adapt and thrive under challenging circumstances makes for the best stories in racing.

It's a different racing world these days. Is it perfect? Of course not. But until you are ready to stick your neck out and take the financial risk of promoting a race or running a series, I would suggest refraining from being a keyboard warrior spouting off. You have no skin in the game, you don't have the full view of the situation, and you're contributing to the slow death of the sport we profess

What's Your Flavor?

to love when you consistently focus on the negative. You don't have to like everything, but you don't have to be a dick about everything either. Here's a novel concept: How about we just do our best to support racing across the country and especially in the Midwest?

Either you are a supporter of racing or you're not. It's that simple. Nothing is ever going to be perfect in life. You will always have to take a bite of a shit sandwich with any situation. And someone ALWAYS has it worse than you, meaning they must eat the ENTIRE shit sandwich. You have to decide what flavor of shit you can tolerate and then adapt.



Follow us on Facebook, Twitter and YouTube

www.facebook.com/themidwestracingconnection

@MidwestRace

www.youtube.com/theracingconnection





ASA Stars National Tour Visit To The Midwest



The ASA Stars National Tour recently had a 2-show swing through the state of Wisconsin. The first stop was Slinger Super Speedway on Father's Day with Carson Brown picking up the win in the Anthony Campi ride. Two days later, the same group with a few additions made a Tuesday night appearance at Madison International Raceway. The Madison event saw Kyle Steckly pick up the win in the Donnie Wilson owned machine.

(Doug Hornickel photos)

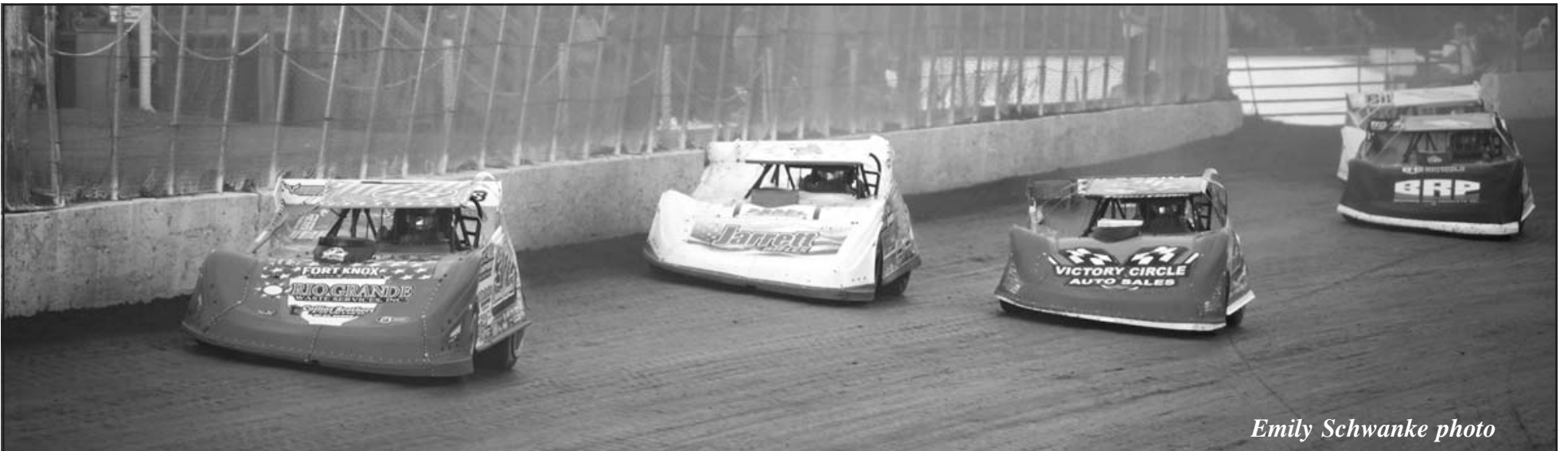


\$300K For Gravel at Huset's High Bank Nationals



*David Gravel won the 2026 BillionAuto.com Huset's High Bank Nationals at Huset's Speedway in Brandon, South Dakota, taking home a historic \$300,000 top prize in the World of Outlaws NOS Energy Drink Sprint Car Series finale. Tyler Courtney finished second, and Donny Schatz took third.
(Tyler Carr photos)*

Bobby Pearce Goes 3 for 3 To Start WoO Late Model Northern Swing



Emily Schwanke photo

The 2026 World of Outlaws Late Model Series Northern Swing started at 141 Speedway in Maribel, WI on June 20th. The 16-day tour features stops across Wisconsin, Minnesota, and North Dakota. Bobby Pearce picked up wins at the first 3 shows at 141 Speedway, Ogilvie Raceway in Ogilvie, MN and I-94 Speedway in Fergus Falls, MN.

JUSTICE BROS.
JIB
Quality

**RICE COUNTY
FAIR RACE**

★ JULY 22, 2026 ★

GILLUND ENTERPRISES RACING

IMCA
OLD TIMERS
PRESERVING THE PAST



**W WEHRS
MACHINE**
& Racing Products

#billatrickery

AMERICAN MADE
INNOVATION
SINCE 1997



Parts, Tools & Technology to help you WIN RACES!

The Midwest Racing Connection Directory Page



Wilson
RACE FUELS

Sunoco 110 Standard available in bulk.
Most competitive price in the Midwest.

Red Wing, MN
1-800-634-9666

www.wilsonoilcompany.com



Turtle's
BAR & GRILL

Downtown Shakopee
952-445-9668



LGG
Trucking INC.

"Providing one Awesome Dump at a time"
612-328-1261

GORDON EPPING, LLC
A Certified Public Accounting Firm


Gordon R. Epping, CPA

Phone (319) 361-0046
Fax (319) 826-3170
PO Box 2064
Cedar Rapids, IA 52406-2064
gordon@gordoneppingllc.com



J & L COLLECTIBLES
SPECIALIZING IN DIE-CAST COLLECTIBLES
SINCE 1996

JAMIE HURD
CELL # 612-701-6701
HOME # 763-205-3101



SELLNER
PLUMBING LLC

Licensed, Bonded, and Insured

Dillon Sellner
sellnerplumbing@gmail.com
612-599-9162
Residential, New Construction, Remodels, and Service



CLUB LAMARK
Madison's Race Car Bar

Where cold beer & good friends meet

1525 N. Stoughton Rd.
Madison WI 53704
608.244.4004

Weekday Lunch specials
Breakfast
Saturday & Sunday



FOREIGN & DOMESTIC REPAIR SINCE 1957

MAREK'S
TOWING & REPAIR, INC.

Repair Shop
Mon-Fri 7:00-5:30
Office: 952.469.3182

Impound Lot
Mon-Fri 7:00-5:30
Sat & Sun 10:00-12:00
Fax: 952.469.7724

20152 Kenrick Avenue - Lakeville, MN 55044
www.MAREKSTOWINGANDREPAIR.com

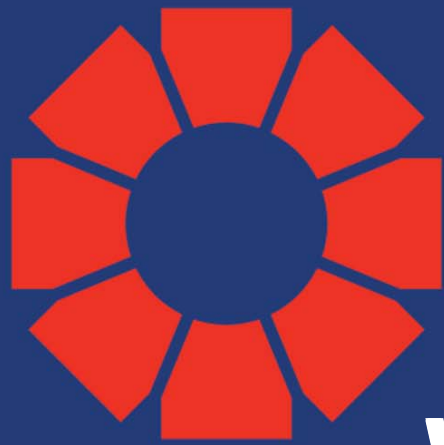


DCA

RaceFab
Street Stock/Sportsmen Parts
LaCrosse, WI
www.dearacefab.com



QUALITY
FREIGHTRATE.COM



PIRTEK

WE'LL KEEP YOU OPERATING



Proud Sponsor of the UMSS



PIRTEK

WE'LL KEEP YOU OPERATING

ALL NATURAL
PRODUCT

PRODUCT OF
THE USA



Anderson's

PURE MAPLE SYRUP

PURE QUALITY FOR OVER
90 YEARS



Breakfast Never Tasted So Good!

www.AndersonsMapleSyrup.com